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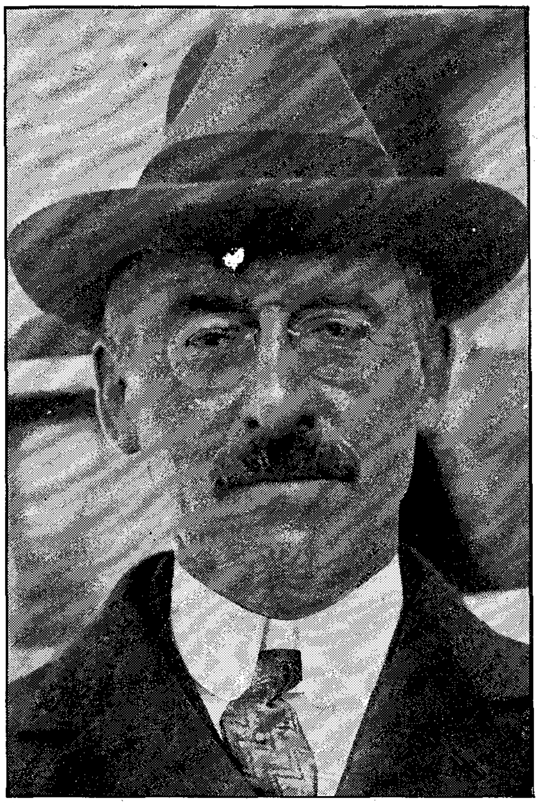
TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

PEREMPTORY PEACE IN NICARAGUA

"ANOTHER CASE OF 'COOLIDGE LUCK'!" exclaim some observers, as they contemplate the sudden cessation of Nicaragua's civil war, and note that it follows closely the easing of our strained relations with Mexico and the success of the Coolidge policy in China. For one effect of the war between the Diaz and Sacasa factions had been to keep President Coolidge's critics supplied with ammunition, their contention being that our marines in Nicaragua were in effect taking sides in a quarrel which was none of our business, and that our Nicaraguan policy as a whole smacked dangerously of imperialism. But with the acceptance by both sides of the terms of settlement proposed by Henry L. Stimson, the President's special emissary to the Central American Republic, the Coolidge Administration gets a breathing spell which, say the Washington correspondents, it hopes to see last far beyond the American elections of 1928. "Sometimes bad, but most times good, the foreign policies of Mr. Coolidge have a most disconcerting way of justifying themselves," remarks one Republican paper, the Albany *Knickerbocker Press*, which adds: "It may be luck that American diplomacy has brought order out of chaos in Nicaragua—just as it may be luck that Mexico has yielded to the American feeling about the oil laws; but if it is luck, the country should be grateful for Mr. Coolidge's horseshoe."



Keystone View Company

NICARAGUA'S PEACE-MAKER

Henry L. Stimson, former Secretary of War and President Coolidge's personal emissary to the warring factions in Nicaragua, persuaded them to lay down their arms and settle their differences by ballots instead of bullets.

Because Mr. Stimson's program, which includes the stoppage of hostilities, disarmament on both sides, general amnesty, Cabinet representation for the insurgent Sacasa party, and a fair election under United States supervision in 1928, ends "a long and bloody civil war" that was threatening Nicaragua with economic and financial ruin, it wins a measure of approval even in quarters that have had nothing but criticism for the Administration's Nicaraguan policy. Thus Senator Borah, Chairman of the Foreign Relations Committee and hitherto the most outspoken Republican critic of the Coolidge policy, confesses himself "fairly well satisfied" with the Stimson terms, remarking: "If there is assured to the people of Nicaragua a fair and free election, I would regard this settlement as probably the best that could be had under the circumstances." "If Mr. Borah can praise the Stimson pacification, few will be left to condemn it," declares the New York *Herald Tribune*, Republican, and an examination of the press confirms this prediction. Some Democratic and independent papers, it is true, are shocked by the statement of the Liberal leaders that Mr. Stimson gave them the choice between accepting the terms or being forcibly disarmed by our marines. These papers welcome peace, but look with misgiving on the peremptory methods reported used to achieve it. As the Democratic Louisville *Courier-Journal* puts it, "Peace in the form of a hawk, rather than a dove, is hovering over Nicaragua." Here are the terms of the Stimson settlement as given out by the State Department on May 6, the day after they had been accepted by General Moncada, leader of the Sacasa forces:

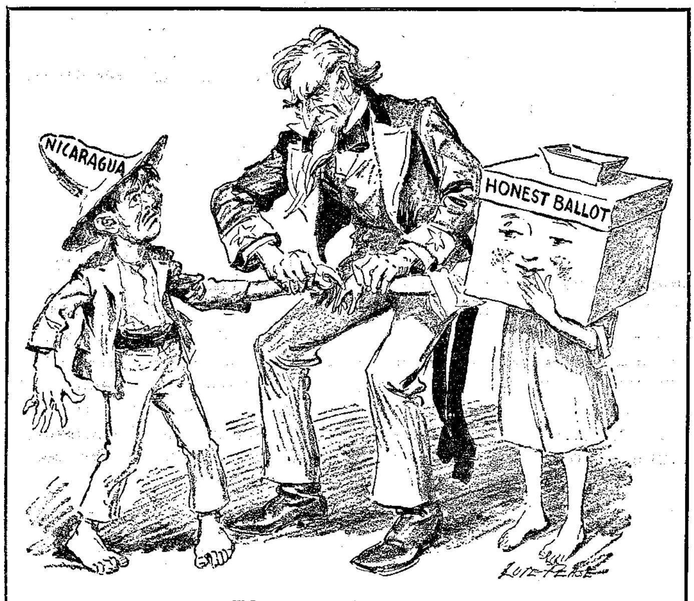
"1. Complete disarmament on both sides.

"2. An immediate general peace to permit planting for the new crop in June.

"3. General amnesty to all persons in rebellion or exile.

"4. The return of all occupied or confiscated property to its owners.

OUR friends who are kind enough to favor us with contributions of original prose and verse will notice upon glancing over our pages that we use no original material, and that all our articles are quoted from other publications. All original material received at this office is therefore remailed at once, unread, back to the authors, and much time and postage will be saved both to the authors and to our office if our friends will remember the above rule and send their contributions to those publications which accept original material.



FORCED MARRIAGE
—Pease in the Newark *News.*

"5. Participation in the Diaz Cabinet by representative Liberals.

"6. Organization of a Nicaraguan constabulary on a nonpartizan basis, commanded by American officers.

"7. American supervision of the 1928 election.

"8. The continuance temporarily in the country of a sufficient force of American marines to guarantee order pending the organization of the constabulary."

In his note to the State Department, Mr. Stimson emphasizes strongly the Nicaraguan people's lack of confidence in the fairness of elections. He says:

> "My investigation has shown that this evil of government domination of elections lies, and has always lain, at the root of the Nicaraguan problem. Owing to the fact that a government once in power habitually perpetuates itself, or its party, in such power by controlling the election, revolutions have become inevitable and chronic, for by revolution alone can a party once in control of the government be dispossessed. All persons of every party with whom I have talked admit the existence of this evil and its inevitable results, and all of them have exprest an earnest desire for the supervision of election by the United States in an attempt to get rid of the evil forever."

Mr. Stimson states his belief that General Moncada and most of the insurgent leaders "will actively cooperate in the pacification and government of the country," and declares himself hopeful that "except for the action of small groups of irreconcilables and bandits, this bitter war is over, and will be followed by an intelligent and constructive plan for the political and economic reconstruction of the country."

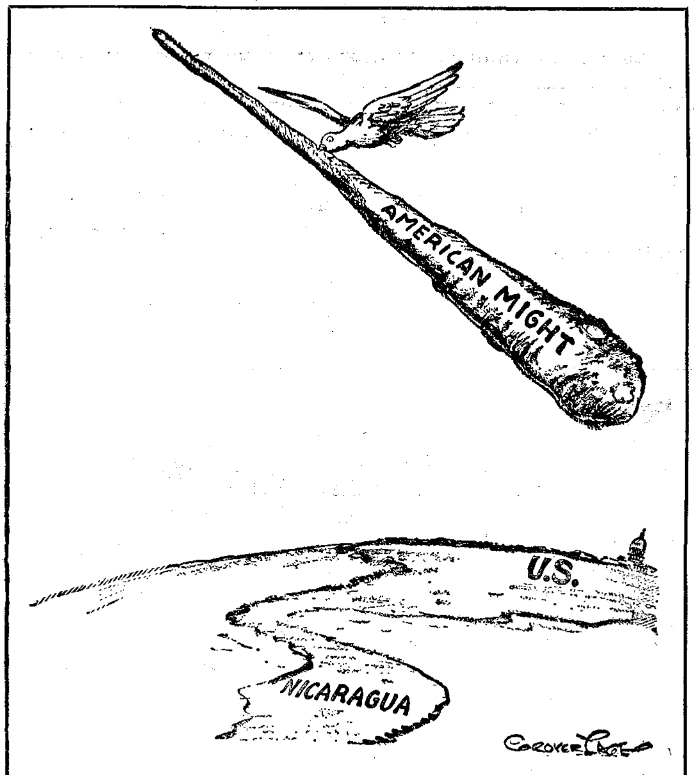
Dr. Juan B. Sacasa, Liberal claimant to the Nicaraguan Presidency, issues from Puerto Cabezas a protest against the "coercive" methods of enforcing peace resorted to by Mr. Stimson; and his representative in Washington, Dr. T. S. Vaca, also assails our action, declaring:

> "The armed conflict in Nicaragua is about to be ended. By dictate of the President of the United States, the Liberal forces have been ordered to disarm, and at this moment the marines are moving toward the headquarters of the Liberal armies.
>
> "The end of the Nicaraguan episode leaves in the hands of the Central American nations a life or death problem they can no longer pretend to ignore. The buffer State of Nicaragua is like crape hanging at the door of the Caribbean nations."

On the day that he accepted Mr. Stimson's terms, General Moncada said to an Associated Press correspondent in Managua:

> "Mr. Stimson told me that the United States Government intends to restore peace in Nicaragua immediately, and use force if necessary to do so.
>
> "The view seems certain that the United States is prepared to take the field against us if fighting continues, and I am prepared to order my troops to lay down their arms, turning them over to the United States troops.
>
> "We are forced by a greater Power to cease our fight, but as peace will be the result, I shall devote my effort to help in restoring order, so that the Liberals may gain legitimate and honest control in the 1928 elections, which will be supervised by the United States."

Other Liberal delegates who conferred with Mr. Stimson quoted him as saying if the Liberals would not accept the condition that President Diaz is to complete his present term, which ends in 1928, "the marine forces under Rear-Admiral Latimer would proceed forcibly to disarm the Liberal troops." In support of this statement they showed a letter received by General Moncada from Mr. Stimson in which he says: "The forces of the United States will be authorized to accept the custody of the arms of those willing to lay them down, including the Government's, and to disarm forcibly those who will not do so."



AN OLIVE BRANCH?
—Page in the Louisville *Courier-Journal.*

Turning first to those of our own papers which are troubled by our method of bringing peace to Nicaragua, we find the Democratic Providence *News* welcoming an agreement, but adding: "While Mr. Stimson's efforts will probably result in putting an end to this Nicaraguan trouble, the ultimate effect of it will be to stir up further distrust of us in every country south of the Rio Grande." "Imperialists will rejoice that another protectorate has been assumed in the Caribbean," remarks the Louisville *Courier-Journal* (Dem.). "Now the mask is off," exclaims the Mobile *Register* (Dem.), "we are in Nicaragua to establish a virtual mandate over that country, and the Nicaraguans are told, in effect, that they had better make the best of it." "We have a special status in Nicaragua and certain paternalistic responsibilities arising from that special status, but that does not justify us in annihilating Nicaragua's political self-determination," remarks the Norfolk *Virginian-Pilot* (Dem.); and another Democratic paper, the New York *Evening World*, declares that:

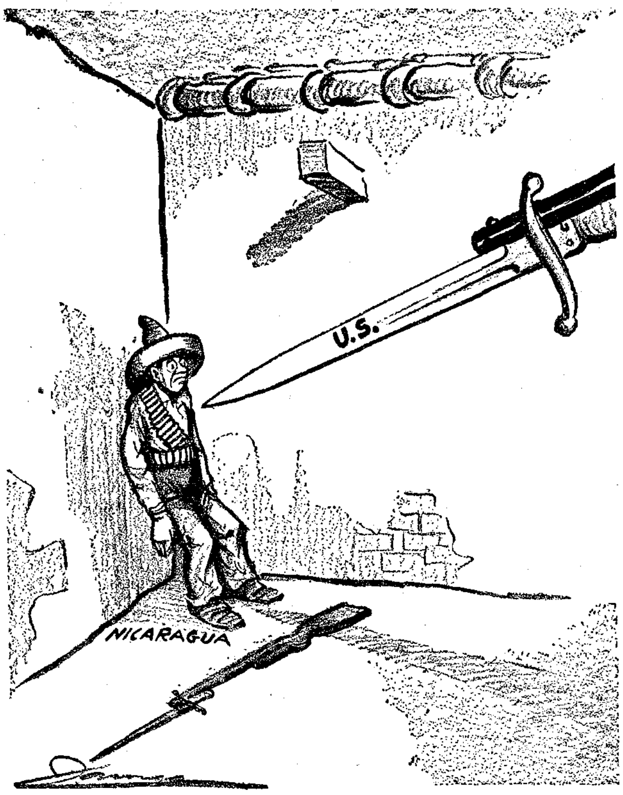
> "Whatever euphonious name we may give it, this action is a

public proclamation of our determination to have our own way in the domestic affairs of these little States."

But the chorus of editorial rejoicing over the return of peace to Nicaragua almost drowns the voices raised in protest. "The Stimson settlement is a natural and successful application of the policy of friendly guardianship in Nicaragua to which this country has been committed since Roosevelt became President," says the New York *Herald Tribune* (Rep.). "A new period of peace and prosperity is in sight in Nicaragua, thanks to the firm and enlightened policy of our Government," declares the Pittsburgh *Gazette Times* (Rep.). "Peace has come to Nicaragua, and it may be a permanent peace," remarks the Albany *Evening News* (Rep.), which notes that Mr. Stimson "has fulfilled his mission with high credit to himself." And in the same city *The Knickerbocker Press* (Rep.) has this to say:

"Critics of the Administration are left in the position of calling down rain from an almost cloudless sky. With Mexico and Nicaragua eliminated from the State Department's agenda, only China remains as a major problem. Whatever may be the result of the President's waiting policy in that situation, it is a policy laid down by American traditions and one which must be adhered to, no matter what the immediate cost. The President and the State Department are emerging from the battle with singularly unscarred shields."

Rejoicing that "a fair and impartial election in which ballots will substitute for bullets will be held in Nicaragua in 1928, under the auspices and guaranties of the United States," the Grand Rapids *Herald* (Rep.) goes on to say:



A ONE POINT PEACE

—James in the St. Louis *Star*.

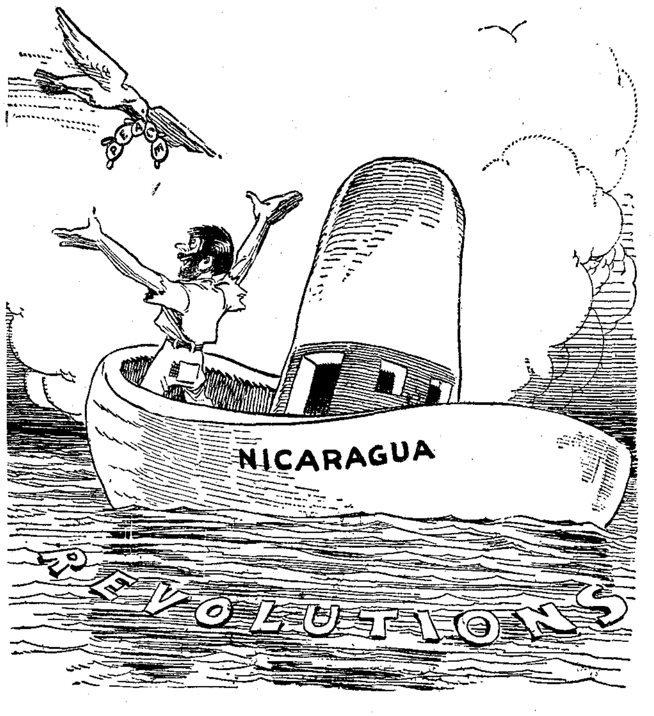
"There still may be sporadic trouble in Nicaragua. But pacific ends are in sight. The so-called Liberals may be unhappy. Undoubtedly many of them were fired with righteous passion. Undoubtedly there has been ample cause for complaint. But the fundamental points are these: (1) if revolutionary process be encouraged in these countries, there will be continuous revolution; (2) continuous revolution can bring no advantages to compensate these countries for their revolutionary losses; (3) revolution always threatens American life and property, and the validity of the Monroe Doctrine. In other words, our own responsibilities and the real welfare of Pan-America meet on common ground. It would be best if this commonalty were frankly acknowledged in Treaty engagements—precisely as is the case in our Treaty relations with both Cuba and Panama. Not the least resultant advantage would be that some of our own more volatile American citizens would know what it is all about."

And in another Republican paper, the Springfield *Union*, we read:

"The program of settlement and future action arranged by Mr. Stimson, instead of being a new departure, is merely a repetition of previous interventions in Nicaraguan affairs. As a result of a similar conflict in 1911 our Government sent to Nicaragua as a special emissary Mr. Dawson, then our Minister to Panama. Through his efforts the leaders of the warring parties agreed to a settlement which was known as the Dawson agreements. These in general called for the same course of procedure outlined in the agreements brought about by Mr. Stimson in the present trouble. Moreover, in the present case, as formerly in the case of the Dawson agreements, the arrangements are not merely accepted, but sought by the contending parties. It amounts to intervention and supervision by invitation from Nicaraguans who look to the United States for aid in preserving peace and a constitutional government.

"As a result of the intervention in the civil conflict of 1911 Nicaragua enjoyed a long period of peace and prosperity during which her debts to foreign countries were paid off and much progress was made in public improvements. It was only when our marines were withdrawn in 1923 that new troubles began."

In the independent press we find wide-spread gratification over the success of Mr. Stimson's mission; and many Democratic papers take a hopeful and optimistic view of the situation. "Stimson has done a good job," declares the Boston *Post* (Dem.). "Regardless of whether or not the cause of the Liberals was just, there will be general relief over the restoration of peace," says the Pittsburgh *Sun* (Dem.), which points out that "if Diaz does not represent the will of the Nicaraguan people, they are to have an opportunity to put in the Presidency a man of their choice." Meanwhile, believes the New York *World* (Dem.): "The new policy of intervention is in every way better than the ridiculous meddling which the Administration has pursued since last November. Having committed itself to Diaz, it is far better to intervene frankly in his behalf than to prolong the civil war as we have done these last five months by helping him a little, but not quite enough."

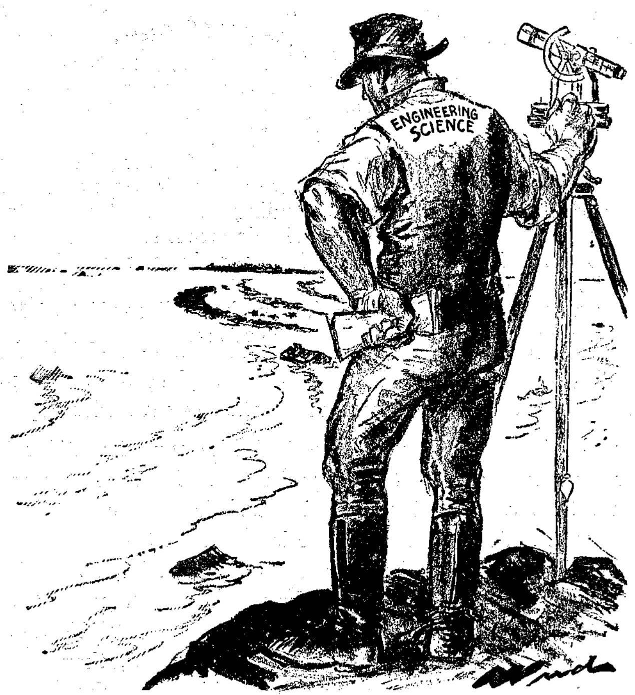


OVERDUE, BUT WELCOME

—Doyle in the Philadelphia *Record*.

THE FIGHT TO PREVENT ANOTHER MISSISSIPPI FLOOD

IT IS EVIDENT, from a glance at the country's press, that a storm is brewing over the measures to be taken in the next few months to prevent the recurrence of another Mississippi flood. With reports of new areas inundated, fresh breaks in levees, additional loss of life, peril of pestilence among refugees, and continued destruction of property, come insistent demands for a plan that will obviate a disaster similar to that of April and May, 1927. "Prevention of these periodic flood invasions and devastation is as much a part of the national duty as defense against armed invasion," declares the New Orleans *Times-Picayune*, which estimates the cost of prevention at less than the damage caused by this season's flood. But engineering experts differ about remedies. One school is for higher and stronger levees; the other insists on reforestation, reservoirs, spillways, and even new "rivers." "But, whatever may be the right course to take, let it be taken quickly, no matter how great the cost," is the fervent prayer of the Birmingham *Age-Herald*.



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THE THINKER
—Weed in the New York *Evening World*.

Here is a flood, we are told, which will involve the loss of hundreds of lives, untold misery and suffering, and the probable loss of a billion dollars in property. President Coolidge has instructed Secretary of Commerce Hoover and Secretary of War Davis to have the Army engineers, in cooperation with the Mississippi River Commission, undertake a general flood survey for submission to Congress. But it seems to the St. Louis *Globe-Democrat* that "a more impressive and definite preparation should be made for Congressional action." An inquiry "needs to be begun at once, and prosecuted with all diligence," believes the Norfolk *Virginian-Pilot*. In this paper's opinion, "the work might be done within the necessary time by Army engineers, but the task would seem important enough to warrant the appointment of a Presidential commission, similar in scope to that designated two years ago to study the needs of aviation." And, maintains the St. Louis *Star:*

> "If financial aid can be given only by calling a special session of Congress to make the necessary appropriation, it ought to be done. There will, it is announced, be a half-billion dollar surplus in the United States Treasury by June 30. What American citizen would begrudge the cost of a brief special session of Congress and an adequate appropriation out of this superabundance? President Coolidge rejected the suggestion that a special session be called, but that was before the flood disaster had reached its present proportions. Now, with a great part of the nation's greatest agricultural region facing destitution and want, there ought to be a reconsideration of the decision."

The destroyed levees must be repaired, and this, says the St. Louis *Post-Dispatch*, "is the business of the Government; the people of the devastated regions can not repair them. Delay until Congress meets would throw consideration of this pressing problem into the regular session, when Congress would be over its head in ordinary legislation. No question of economy should stand in the way of calling a special session of Congress."

Meanwhile, what have the engineers to say? Brig.-Gen. Edgar Jadwin, chief of Army engineers, and Secretary Hoover, himself an engineer, agree, after having examined the flood situation, that protection can be had by building up the levees, according to the Kansas City *Star*. General Jadwin recommends a ten-year program involving the expenditure of $10,000,000 to $15,000,000 a year to protect the lower Mississippi. Levees of the standard type, he is quoted as saying in the Memphis *Commercial Appeal*, offer the only practical plan for defense, if there is a safety margin of five feet above the highest water of the present flood. In an interview with a *Post-Dispatch* correspondent at Washington, Mr. Hoover is quoted as saying:

> "First of all, we must see what damage has been done by the present flood, we must gather all the information we can about the flood itself, and then plan for protection against even a greater flood. We must revise our methods of handling floods. We must enlarge our vision and consider the Mississippi River system as a whole and devise means to coordinate all the agencies seeking to control the drainage.
>
> "We have learned that the 1922 program of the War Department is inadequate. That program has not yet been completed, but even if it had been, the present high water would have flooded over the levees in many places. We must build higher levees and more of them. In some instances it will be necessary to realine the present levees to widen the flood channel. This will take considerable engineering study.
>
> "Levees must afford the main protection on the lower Mississippi, from Cairo to New Orleans. Storage reservoirs on the tributaries would be valuable, particularly to prevent local floods, and for power development. They can not, however, be relied upon to prevent a flood like the present one where the water came from rainfall in the Central States. A reservoir between Cairo and New Orleans is inconceivable because of the cost and engineering difficulties.
>
> "Reforestation is impracticable in the present situation, and in any event, a dubious solution. I doubt whether it would be possible to reforest more than 1 per cent. of the land that has been cleared. The cost of the land would be prohibitive, and we should have to wait forty or fifty years for the trees to grow.

LENGTH OF THE MISSISSIPPI RIVER AND ITS MOST IMPORTANT TRIBUTARIES

	Miles		*Miles*
Mississippi	2,466	Missouri	2,945
Arkansas	2,000	Red	1,200
Platte	1,260	Tennessee	1,200
Yellowstone	1,100	Ohio	950
Canadian	900	White	800
Cumberland	650	Cimarron	650
Washita	550	Wabash	550
Big Horn	500	Cheyenne	500
Minnesota	475	Osage	460
St. Francis	460	TOTAL	19,616

These rivers, the Mississippi and the largest of its fifty-four branches, have a total mileage almost equal to four-fifths the distance around the earth. They drain an area of 1,250,000 square miles, and pour their total content through one outlet to the Gulf.

"Every river or drainage system presents its own peculiar problem. Reservoirs could be built to advantage on the Tennessee River. They might not be practicable on the Missouri or the Ohio. The Arkansas River has its problem; the Red River its problem. There should be a commission for each of these rivers. Members of the commissions should be selected by States and cities, and there should be representatives from the Federal Government.

"The first need is engineering data. The second is better organization among the various agencies interested to determine procedure, and the third is reduction of the number of those agencies, particularly in the Federal Government. Public sentiment is already aroused on this question of flood control, and I don't expect there will be any trouble over appropriations this session.

"But the question is bigger than mere appropriations. We must have organization—national and local—to carry out a far-sighted program, not only for flood control, but for development of all the potentialities of water reclamation, power development, irrigation, and navigation."

According to W. W. Jermane, Washington correspondent of the Seattle *Times:*

"It is expected that Congress will want to give attention to the building of reservoirs to retard the flow of flood waters, but engineer officers here in Washington are not slow to characterize this as 'fantastic and chimerical,' as applied to the Mississippi. Moreover, the present flood did not originate in the head-waters of the Mississippi and its tributaries, but in the middle stretches of those streams. Reservoirs, of course, would be built at the upper stretches.

"One engineer officer says that if the entire flow of the Missouri River could have been cut off at Sioux City, Iowa, that of the Mississippi at Rock Island, Illinois, and that of the Ohio at Pittsburgh, the flood condition in the lower Mississippi would have been checked only about 12 per cent.

"As far back as 1879, the engineer corps of the Army fixt on levee construction as the only practicable means of flood control. The Mississippi River Commission made an exhaustive study at that time, covering the strength and weakness of reforestation, storage basins, cut-offs and outlets as a means of flood control, and decided that all were impractical. It reported that attempts to control the flood waters at their source would prove futile, and recommended that Federal efforts be confined to holding the water in its channel by raising and strengthening the river's banks. Since that time $178,000,000 has been spent on the levees, $18,000,000 of that sum having been contributed by local interests, as provided in the flood-control law.

"After each flood there has been sharp criticism of the policy of placing sole reliance on the levee system. Army engineers, however, have always defended their position.

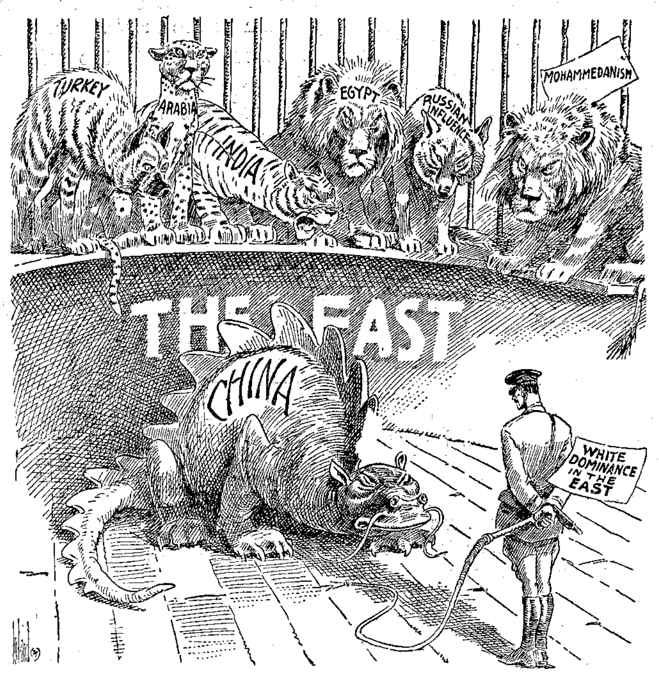
"One supplementary method of flood control, now under consideration by a special board created by Congress, looks to spillways in the levees of the lower Mississippi, by which excess water could be drawn off and by-passed to the Gulf through artificial channels and through other rivers of the coastal plain. The efficacy of this plan is doubted by the engineers on the ground that the spillways would relieve the strain on the levees for only a short distance up-stream, and that it would be difficult to control the overflow water and keep it in the channels prepared for it.

"As to storage reservoirs, it is pointed out that they would have to cover more than 10,000 square miles—more than is covered by Lake Erie—in order to keep a big flood under control. The cost, it is said, would be excessive. The engineers ridicule the assertion that such reservoirs could be used for power purposes and for filling navigation channels during the dry season, pointing out that the interests of flood control, navigation, and power production would clash. Flood control calls for empty reservoirs, while navigation and power demand fairly full reservoirs to provide an even flow of water."

"Congress and the public ought to examine the reservoir plan with some care before sinking millions of public money in it," agrees the St. Paul *Dispatch.* The urgent need, in the opinion of the New Orleans *Item*, is spillway construction on the lower reaches of the great river. These safety-valves, it points out, can be installed now, without interfering with whatever levee improvements may be made above New Orleans. As this Louisiana paper explains: "Improvement in the levees higher up only increases the danger down below by confining the river between banks, unless the levees of the lower portion have been protected first."

AMERICA'S CHINESE POLICY PREVAILS

A BLUNDER IN CHINA which might have led to interminable war has been avoided by the European Powers, thanks to American influence; so the Washington *Post* declares in commenting upon the speech in which Sir Austen Chamberlain, British Foreign Secretary, announced in Parliament on May 9 that England would give up the idea of using strong-arm methods in China for the present. "Sir Austen did not reveal that the British change of mind was due primarily to the refusal of the United States and Japan to join in punitive measures," remarks a London correspondent of the New York *World;* the American newspapers, however, in their cable dispatches and editorials, have amply made up for that omission.



IS THE MAN WITH THE WHIP LOSING INFLUENCE?

—Ireland in the Columbus *Dispatch.*

The World, tho not a party supporter of President Coolidge, thinks that "the Administration has won a substantial victory" in its policy toward China, and that "the outcome of this struggle between two diametrically opposing policies is of enormous importance in the future relationships of China and the Western Powers."

The same paper goes on to summarize what has happened since the Nanking riots of March 24 and the sending of five identic notes by the United States, Great Britain, France, Italy, and Japan, demanding punishment of those responsible for the riots, and reparations for injuries and losses suffered by foreigners:

"This was a near-ultimatum, and ever since its delivery on April 11 efforts have been made to rush the Government of the United States into the business of making good on it. Cables from Shanghai began pleading for 'prompt punitive measures' as a lesson to the Chinese and a means of upholding Western dignity and prestige. Invariably these cables urged action which, under the head of punitive measures, would incidentally recover the British concession seized by the Nationalists at Hankow, and drive a wedge into the Nationalist movement by a blockade on the Yangtze River. It was not only reported that these were the measures which all foreign experts in China agreed were necessary; it was reported that these were the measures which the governments themselves, our own Government included, had decided to adopt."

Even when Secretary Kellogg emphatically denied this last statement, the pressure and propaganda continued. It never prevailed at Washington, however, remarks the Newark *Evening News*, which then goes on with the story:

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated.

1. Why is the ending of Nicaragua's civil war called another instance of "Coolidge luck"? (p. 5).
2. Who dictated the peace terms in Nicaragua? (p. 5).
3. What are the various recommendations of government and civil engineers for controlling future floods in the Mississippi Valley? (p. 8).
4. Which of the warring factions in China has become "but the shadow of a name"? (p. 10).
5. What Justice of the United States Supreme Court recently said, in a ruling: "Three generations of imbeciles are enough"? (p. 11).
6. What does ex-Secretary of State Hughes consider "the foremost international question of the day"? (p. 14).
7. What do Latin Americans scornfully call the "New Monroeism"? (p. 16).
8. In what country has women suffrage been denied in order to keep peace in the home? (p. 17).
9. In what country are more than 100,000 women employed as miners? (p. 17).
10. What European countries have abandoned democratic government? (p. 19).
11. Where do forest fires usually occur? (p. 22).
12. What effect has length of daylight on bird migration? (p. 23).
13. What has salt to do with sea haze? (p. 24).
14. Where does diphtheria usually start in the Army? (p. 24).
15. Who built the first sky-scrapers in America? (p. 26).
16. Who started the first "hunger blockade" in the late war? (p. 27).
17. Where is the accent on the word "concentrated"? (p. 28).
18. Of what motion-picture producer is it said that he will be rewarded in heaven, and why? (p. 31).
19. Is military training in the schools increasing or decreasing? (p. 32).
20. What London newspaper called up the New Orleans *Times-Picayune* and got a 1,500-word flood story by telephone? (p. 40).
21. Where was a fine once levied on hats that stuck out too far? (p. 48).
22. What famous aviator showed great coolness and skill in rescuing two girls, imperiled in the air? (p. 62).
23. What is the aviation signal for "landing-gear troubles"? (p. 64).
24. What is the difference between a "live jump" from an airplane and a "drag off"? (p. 72).
25. Who was the first airmen to fly from Albany to New York, and what prize did he win? (p. 86).

> "Neither the United States nor Japan, the two other great sea Powers interested in China, was converted to the British view-point. Britain was left with the alternatives of pursuing her policy of force single-handed or of muzzling her Tories. The Associated Press claims to be authoritatively informed that the British Foreign Secretary, Sir Austen Chamberlain, has favored the Washington policy all along. President Coolidge's refusal to be tied to the British war chariot must have been helpful to Chamberlain in defeating the war group. We can undoubtedly claim at least that much credit."

In announcing that the British Government would send no further notes to Eugene Chen at Hankow, and make no further demands at present for what happened at Nanking, Sir Austen said he based his action in part upon the fact that the Nationalist-Communist Government which Chen formerly represented had now become "but the shadow of a name." The summary of the speech printed by the New York *Times* continues:

> "It appeared that these Communists and their inspirers, the Third International, Sir Austen went on, had brought this Nemesis upon themselves by deliberately perpetrating antiforeign outrages, including those at Nanking, with the object of embroiling Gen. Chiang Kai-shek, the Cantonese Commander-in-Chief, with the Powers. But, instead, the effect had been to offend and consolidate moderate Chinese opinion against the conspirators. Those in high places responsible for the Nanking outrages had been punished with a promptitude and completeness unusual in human affairs. A new Nationalist Government under Chiang Kai-shek appeared to be forming at Nanking, he continued. It was too early to predict its strength, but the moderation of the Powers in dealing with the Nanking incident was largely inspired by a desire not to embarrass the new Government in its task of introducing order."

In China the news that France and Italy had concurred in the British move, and that all five Powers were going to adopt moderate methods, spread swiftly. From Shanghai the Washington *Star* correspondent, Thomas F. Millard, cabled its effect upon the foreign colony there. The President's stand, he said, had saved China from foreign intervention, but—

> "The hopes of many foreigners that this summer would witness extensive military occupation of the Yangtze Valley have dwindled. Much caustic comment is heard about the collapse of the policy of action and solidarity of the Powers. Washington is blamed for causing the breakdown, and the American policy is termed cowardly and weak."

Public sentiment at home, judging from the comments of a large majority of the newspapers in this country, is quite different from that which Mr. Millard reports at Shanghai. The following from the Washington *Post* may be taken as typical:

> "The hopes of China rest upon Chiang Kai-shek and his associates. By relying upon the patriotism and good faith of the Cantonese, by making allowances for the difficulties that confront them, and by deciding against a policy of force, President Coolidge has powerfully aided the Chinese nation in its efforts to establish a suitable government. The United States has befriended China in its direst need. Altho the situation will probably develop many crises before stable government has been established, the great test of the attitude of the Powers has been made, and the result is that China is to be left free to work out its own salvation."

The checking of the drift toward intervention draws from the St. Louis *Star* a similar comment:

> "This appears to be the wisest decision yet announced by the Powers which are smarting under the temporary inconveniences of China's political upheaval. Events of the last ten years, the present unanimous demands of Chinese leaders of all sections for an autonomous nation, free of all foreign restraints of any nature whatsoever, should make it abundantly clear that the new China can not be permanently suppress by foreign Armies and Navies no matter what temporary gains are made along the Yangtze."

No nation is going to take upon itself the odium of visiting punishment on China when other Powers disapprove, remarks the Brooklyn *Eagle*. "The Chinese have learned that the boycott is a most effective weapon when it is directed against a single Power. That explains why there will be no further note to China for the present." The American hands-off policy also seems wise to the Indianapolis *Star*, which sums up thus:

> "Eugene Chen has become almost an obsolete factor through General Chiang's forceful methods of cleaning out the Communist elements in his party. The more sensible Chinese have realized that the anti-imperialistic propaganda was being used chiefly to foment revolution, and that an attempt to fashion government on the Bolshevist model could end only in disaster. General Chiang has repudiated an antiforeign policy and the so-called imperialists have been invited to reopen their factories and business houses and return to their concessions. Class warfare has been terminated and strikes ended."

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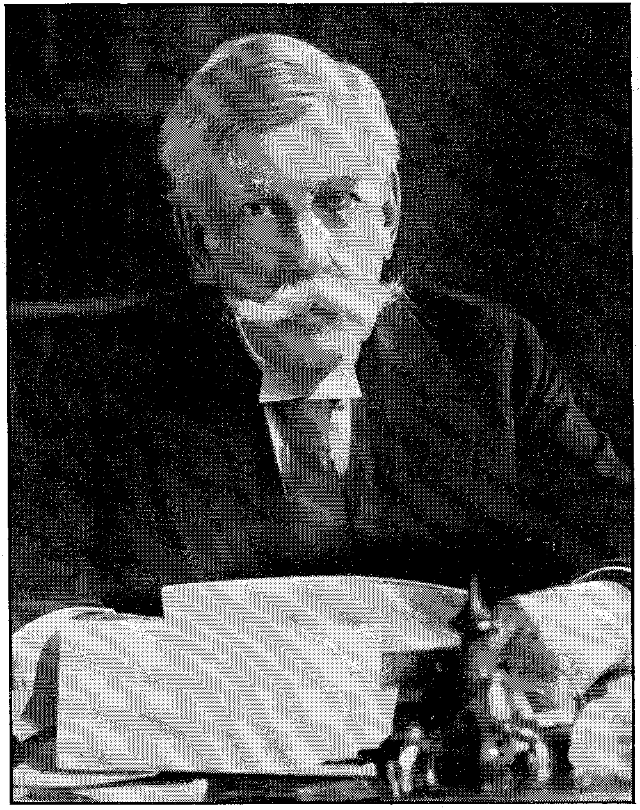
TO HALT THE IMBECILE'S PERILOUS LINE

NOTHING HAS CALLED FORTH more acrimonious debate than the subject of State sterilization in the case of incurable mental defectives, in the opinion of the New York *Evening World.* There are now perhaps fifteen States, we are told, which authorize this operation to prevent the birth of children to feeble-minded parents, in the interest of the welfare of society and the health of the patient. But until May 2 the Supreme Court of the United States had not passed on the question. On that date, Associate Justice Oliver Wendell Holmes, son of a physician as well as a poet, upheld the broad right of society to protect itself against the perpetuation of the imbecile and hopelessly unfit. Specifically, the Supreme Court upheld a Virginia law providing for the sterilization of mental defectives. Only Associate Justice Butler dissented from the majority ruling, and he filed no written opinion. "This should end the controversy over the country's sterilization laws," believes the New Orleans *Times-Picayune.*

The Virginia law, it seems, had been pronounced valid by the State Supreme Court, but was carried to the highest tribunal on the ground that the plaintiff had been deprived, contrary to the Fourteenth Amendment, of due process and protection of law. The importance of the Supreme Court decision, observes the New York *World,* "lies in the fact that such legislation has already gone further in the United States than any other part of the world." According to the Birmingham *Age-Herald:*



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"THREE GENERATIONS OF IMBECILES ARE ENOUGH"

Declared Associate Justice Oliver Wendell Holmes, of the United States Supreme Court, in a recent opinion, almost unanimous, upholding the Virginia sterilization law.

> "Sociologists have long urged the sterilization of the feeble-minded. Now that the Supreme Court has declared constitutional the Virginia statute providing for such treatment, other States can be expected to follow suit, with the result that a great menace, growing rapidly so long as reproduction was possible, will now be confined, and as time goes on reduced to a minimum, by scientific means.
>
> "Sentimentality and a false conception of individual right have hitherto prevented the courageous dealing with this problem of the feeble-minded. We have known that mental defect is hereditary and incurable; that 50 per cent. of reformatory inmates and almost as many adult prisoners are mentally defective; that investigations have shown more than half the number of prostitutes, four-fifths of truants, and one-half of paupers to be feeble-minded. The decision of the Supreme Court is to be hailed by all thoughtful persons as giving impetus to a candid facing and a fearless solution of the problem.
>
> "This is not a matter of yielding to Nietzsche's doctrine of the superman, weeding out the weak in order that the strong may be stronger. This is merely common sense used in the interest of self-protection. If the nation is to guard itself against mental taint, with its incalculable consequences of crime and debility, it must surely employ the simple measure of sterilization."

The woman whose case came before the Supreme Court, we are told, is twenty-one years old, feeble-minded, and an inmate of the Virginia State Colony for Feeble-Minded. She is unmarried, but is the mother of a feeble-minded child. Her mother, also feeble-minded, is likewise an inmate of the Colony. "Three generations of imbeciles are enough," said Justice Holmes, in his ruling.

The Virginia Act, say Washington dispatches, recites that the health of the patient and the welfare of society may be promoted in certain cases by the sterilization of mental defectives under careful safeguard; that the sterilization may be effected without serious pain or substantial danger to life; that the Commonwealth is supporting in various institutions many defectives who, if now discharged, would become a menace, but who if sterilized might be discharged with benefit to themselves and society.

In his decision, Justice Holmes maintains that society has the right to require that the mentally weak shall not bring children into the world who will themselves be feeble-minded and a burden to the State, either through crime or dependence. It is a curious fact, notes the Brooklyn *Eagle,* that the father of Justice Holmes, a physician, pointed out that genius—or stupidity—may jump three or four generations, and reappear in offspring. Thus the child of a feeble-minded person might inherit genius from a great-great-grandfather. "But," *The Eagle* goes on, "this chance, in the opinion of Justice Holmes, apparently is so slender as to be negligible in the broad view of human society." At any rate, the Associate Justice, in handing down his decision, said, in part:

> "The provisions of the Virginia Act include requirements for public hearings, reduction of all evidence to writing, appeal to the Circuit Court of the county, and finally appeal to the highest court of the State. There can be no doubt that, so far as procedure is concerned, the rights of the patients are most carefully considered, and as every step in this case was taken in scrupulous compliance with the statute and after months of observation, there is no doubt that in that respect the plaintiff in error has had due process of law.
>
> "It is better for all the world, if, instead of waiting to execute degenerate offspring for crime, society can prevent those who are manifestly unfit from continuing their kind."

According to the "World Almanac," the number of feeble-minded persons in institutions in the United States is 39.3 per 100,000 of total population, as against 22.5 in 1910. "The stock of the entire country is being constantly poisoned and vitiated," declares *The Twin City Sentinel,* of Winston-Salem. "With a reasonably rigid enforcement of sterilization laws throughout the land," adds this North Carolina daily, "this nation could be pretty well rid of the worst types of mental weaklings within the next two generations."

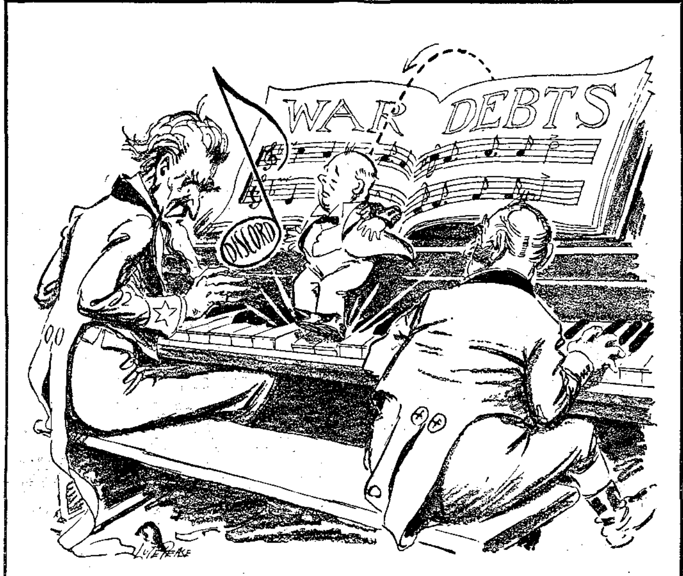
There is, however, danger that these sterilization laws will be abused unless they are carefully safeguarded, points out the Philadelphia *Bulletin.* In the opinion of the Hartford *Times:*

> "The difficulty is that information upon the transmitting of characteristics is so slight and the variety of opinion so great, that the laying down of the general principle that the State may decide arbitrarily who shall be allowed to have children and who shall be prevented from doing so seems dangerous."

THE CHURCHILL-MELLON TIFF OVER WAR DEBTS

MISCHIEVOUS, futile, unnecessary and deplorable are some of the adjectives used by American editors in commenting upon the sudden flare-up caused by the note sent to our Government on May 2 by Winston Churchill, British Chancellor of the Exchequer, charging that our Secretary of the Treasury, Mr. Mellon, was giving out inaccurate and injurious information concerning Great Britain and her handling of war debts. The note referred specifically to a letter written by Mr. Mellon to President Hibben of Princeton University. It came as a complete surprize to Washington, it appears, and was reported to have produced mild consternation and a good deal of resentment against the temperamental Mr. Churchill.

The Secretary of State, Mr. Kellogg, replied in a curt note on May 4, saying that "the Government of the United States regards the correspondence between Mr. Mellon and Mr. Hibben as a purely domestic discussion, and does not desire to engage in any formal diplomatic exchanges upon the subject." The Treasury Department, however, felt itself forced to answer more at length, and on the same day Mr. Mellon made public a detailed reply.



THAT CHURCHILL "NOTE"

—Pease in the Newark *News*.

Mr. Churchill's charge was aimed at certain statements contained in a letter sent by Mr. Mellon, on March 17, to Dr. Hibben and a group of Princeton and Columbia professors who had urged a restudy of the whole subject of war debts. He had denied the assertion that our collection of the British debt would lay extra burdens on British taxpayers for generations to come, and had added: "All our principal debtors are already receiving from Germany more than enough to pay the United States." The British Chancellor branded this as "incorrect" so far as Great Britain was concerned, and proceeded to refute it with figures. It was, indeed, an error, as Mr. Mellon frankly explained in his reply. The words "except Great Britain" had been a part of the offending sentence when first written, but had been inadvertently omitted by the stenographer who copied it. The context, however, made it perfectly clear that there had been a slip of the pen, and Mr. Mellon intimated that his British critic had been rather disingenuous in making so much out of so little.

The British press gave its approval quite unanimously to Mr. Churchill's reproof of Mr. Mellon. The British view is sufficiently indicated by the remark of *The New Statesman* (London) that the conclusion of the Churchill note is in effect a polite suggestion "that Mr. Mellon should admit he told a lie," with the added comment: "We hope he will, but we doubt whether his admission will do much to improve the nasty temper which the Americans seem determined to show their more punctual debtors." After quoting this, the London correspondent of the Baltimore *Sun* remarks:

> "The last sentence is characteristic of the opinion held by the ordinary Englishman of intelligence, who is neither concerned in politics nor finance and who earnestly deplores anything tending to harm the good relations between Great Britain and America. What utterly bewilders him is why, as one of them puts it, American Government officials, and Mr. Mellon in particular, select for continued nagging the only one among her big debtors which marched right up to the counter first and settled the debts like an honest man."

The controversy naturally does not leave France indifferent. "France, indeed, is vitally interested," says Sisley Huddleston, writing from Paris to *The Christian Science Monitor*, "since it is one of the chief countries contributing to England sums which are transferred to America." Then he goes on to quote the following from *L'Echo de Paris* as typical of French comment. "One can hold economic conferences, but while England is obliged to pay the Americans £100,000 daily, which England endeavors to recover from its continental debtors, no stability is possible."

There are three main contentions in the British note. The first attacks Mr. Mellon's assertion that the United States has never been reimbursed for the dollars actually spent in Europe during the war. "The British argument on this point," says the New York *Herald Tribune*, "is long and complicated, but boils down to the contention that these dollars were long ago returned to the United States, since 'the dollar payments to Britain were regularly applied to reduce the dollar advances to Britain.'" In the second contention, involving the clerical error before mentioned, Great Britain shows that during the financial year 1926-27, it is receiving from Germany a sum equivalent to only one-quarter of the £33,000,000 debt payment to America. The third point of complaint refers to Mr. Mellon's statement that "from this year on Great Britain will every year receive from her debtors a substantial amount more than she will pay us, so that her American payments will not constitute a drain upon her economic resources."

Mr. Churchill also undertook to brand this last as "inaccurate, both as regards the past and as regards the future," but Mr. Mellon defends his statement with figures, and a recent memorandum of the Foreign Policy Association, as quoted in the New York *Herald Tribune*, points out that "in the maximum years Great Britain is due to receive $15,000,000 more than she is required to pay to the United States, according to the schedule of payments fixt by the Dawes plan and debt-funding agreements." And, as Mr. Mellon said in his formal reply, the British Government itself admits that after September 1, 1928, assuming that the French agreement is ratified, Britain will receive from its own debtors and from Germany sums sufficient to cover the current payments due to the United States. As this was the main point of his letter to Dr. Hibben, Secretary Mellon holds that he is vindicated.

One key to the controversy on this point, we are told, lies in the difference between the American phrase "a substantial amount more" and the British phrase "sums sufficient to cover." Ever since Lord Balfour made his official declaration, some years ago, that Great Britain would never collect *more* from the other Allies than she would have to pay to the United States, this has been Britain's fixt war-debt policy. For Mr. Mellon, then, to say that Britain would soon be getting *more* than she was paying us, the London correspondents think, tended to injure John

Bull's good name. What the British Government will do with the extra millions—if and when it gets them in the "maximum years"—is not stated, but we are left to infer that the surplus will be refunded to the other European countries.

Another key to the whole episode, we are told, lies in the words, "assuming that the French agreement is ratified." For the chief motive back of the British note, according to the Baltimore *Sun's* Washington correspondent, was this:

> "The Mellon letter to Dr. Hibben had created an impression in Europe most unfortunate for the British nation. Countries which were paying the British reparation sums, or money on account of interallied war debts, had been told by Mr. Mellon that England was getting more money from these sources than was necessary to pay America. This, it was charged in many European capitals, was a direct violation of British policy as laid down by Lord Balfour, to the effect that no more money would be exacted of British debtors than enough to cover British war obligations.
>
> "The French Government, it seems, was particularly sensitive on this score. Altho the British have negotiated a settlement of the French debt, the agreement reached between the negotiators has not been ratified by the French Parliament, and the French Ministry is embarrassed by charges of Deputies that Great Britain has demanded more money than can be justified under her own policy. A remonstrance to the United States against the Mellon statement, accompanied by proof that the American Secretary of the Treasury was wrong, seemed to the British Government to be absolutely necessary."

In other words, it is held that the note to Washington was intended primarily for home consumption and for Britain's European debtors, and was issued with an eye upon the Paris Chamber of Deputies and the Economic Conference at Geneva, where the war-debt question would lurk back of every subject discust.

The Washington *Post* ventures the opinion that the British Government deliberately "risked the sharp rebuff received from Secretary Kellogg in order to accomplish other purposes in Great Britain and on the continent of Europe, particularly in France," and that the Churchill note was designed to check the unfavorable impression made by Mellon's figures in France "before French opinion assigned to John Bull the rôle of Shylock, a rôle heretofore generously assigned to Uncle Sam."

The situation reminds the Brooklyn *Eagle* of Sidney Smith's punning remark concerning two women arguing from opposite sides of a fence: "They will never agree. They argue from different premises." *The Eagle* thinks that—

> "Politics affects both ends of the debt controversy. The Administration here would like to keep debts in the background with a national election approaching and with sentiment in the Eastern States, at least, growing in favor of revision. In Great Britain there is, first of all, a desire to strengthen the position of a Conservative Government which has been under attack because of the agreement to which it is committed. If Mr. Churchill can create the impression that the Government is contending, even indirectly or by implication, for better terms, his party is likely to gain in the estimation of the British taxpayer, who is carrying the heaviest of all war burdens."

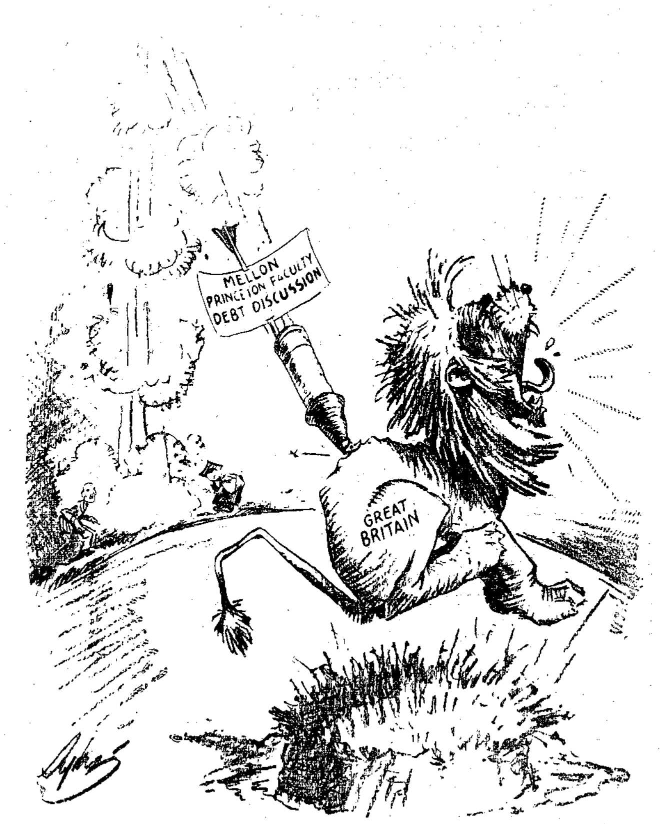
The majority of American newspapers, however, regard the British note as propaganda for debt-reduction, and as such—with some exceptions along party lines—condemn it and support Mr. Mellon. "An Incomprehensible Impertinence" is the Chicago *Tribune's* headline, under which it says hotly:

> "Mr. Mellon replied to Mr. Hibben by proving to him that what the debtors of the United States will be paying to the United States presently will be considerably less than what will be paid them by their own debtors and by Germany in reparations. Such a view of the debts is exasperating abroad where it is a pleasure to refer to Uncle Shylock, and here at home where it is a pleasure to think of the United States as a moral delinquent, yellow in war and a pawnbroker in peace. Mr. Hibben was trying to put the United States right. Mr. Mellon set him right. It was all in the domestic discussion of policy. Into this situation the British note dropt. The state of mind which conceived that communication is incomprehensible, unless the recipient were being thought of in the terms of Liberia."

"Futile Debt Debates" is the head-line under which the New York *Times* discusses the subject, and under the line, "Why Keep It Up?" the Boston *Globe* remarks that "the whole point, which the continuance of this tiresome and chronic debate seems to miss, is that the discussion is futile, flat, and profitless.

The Christian Science Monitor thinks it is "A Time for International Courtesy," and declares the controversy "untimely, deplorable, and, we believe, needless." In somewhat the same vein the Providence *Journal* says:

> "It should never be forgotten, incidentally, that the courageous action of Great Britain in refunding in due season its war obligations to the United States held all the Allies to a policy of non-repudiation at a time when the international credit structure threatened to collapse. For this immeasurable service all mankind should be profoundly grateful. Neither American college professors nor English citizens should spoil the picture by quibbling over interpretations which can not, in any event, change the acknowledged facts of the case."


MELLON PRINCETON FACULTY DEBT DISCUSSION
GREAT BRITAIN

PURELY ACCIDENTAL
—Sykes in the Philadelphia *Evening Public Ledger.*

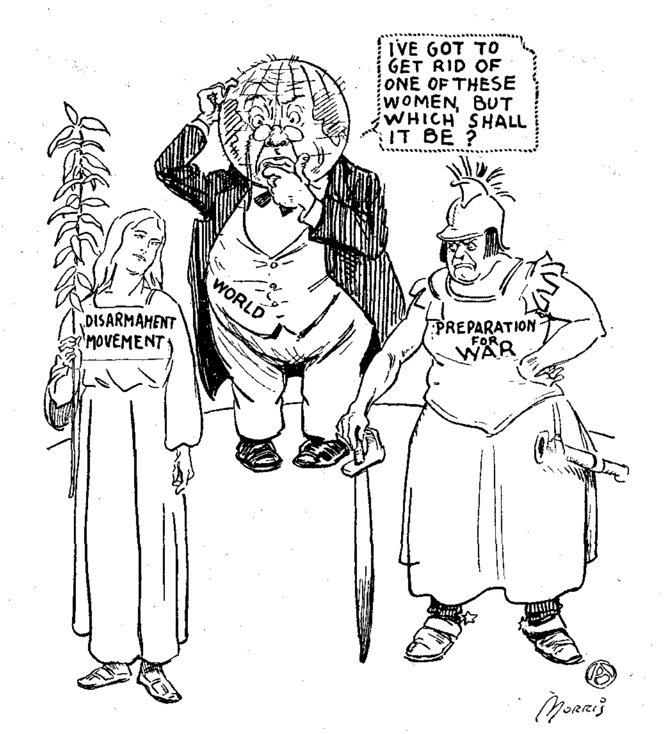
The case for the United States, as seen by the supporters of the Administration, is summed up thus by the Philadelphia *Public Ledger:*

> "Stript of non-essentials, the debate involves the question whether or not the settlements, which have been concluded, will impose a 'tremendous burden of taxation on friendly nations for the next two generations.' That this will be the case has been sedulously circulated as a fact by British Government authorities for years. The taxpayers have been invited to contemplate the picture of their sixty years' enslavement—year after year, decade after decade, themselves, their children, and their children's children paying, paying, paying this vast debt to America.
>
> "In plain words, the British taxpayer must assume part of the burden of meeting the debt schedule for just fifteen months longer. After that, the entire amount will be met by Germany, France, Italy, and other British debtors. Thus the 'tremendous burden of taxation' incurred by the debt to America will be completely lifted from the British in fifteen months. It will not have to be borne for 'two generations.' This is what Secretary Mellon set out to prove, and the British admit he has proved it."

HUGHES ON "PROVOCATIVE ARMAMENT"

THE FOREMOST INTERNATIONAL QUESTION of the day, in the opinion of ex-Secretary of State Hughes, is the elimination of "provocative armament." "Never before," we are assured, "have helpless peoples of the world been menaced by such possibilities of wide-spread destruction." And a majority of American newspapers seem to agree with this international lawyer and former Supreme Court Justice. A defensive armament, as he sees it, is such means of defense as would not give the appearance of an aggressive purpose, whereas a provocative armament would give such an impression. In a recent address before the American Society of International Law, at Washington, Mr. Hughes uttered a solemn warning on the need for finding a way to eliminate "provocative armament, which breeds distrust, stimulates competition, and leads to war." He believes that the leading Powers should be able to work out a satisfactory formula for the limitation of auxiliary craft, and take action regarding such menaces to the noncombatant populations as poison gas, submarines, and aircraft.

Mr. Hughes, as head of the American delegation to the Washington Conference, "is as familiar as any man in this country with the difficulties which beset such a conference," notes the Washington *Star*. In fact, while he believes the present moment to be favorable for the limitation of armaments, he nevertheless admits that, paradoxically, "the difficulties mount so high as to appear to be well-nigh insuperable." Continued the former Secretary of State in his Washington speech:


I'VE GOT TO GET RID OF ONE OF THESE WOMEN, BUT WHICH SHALL IT BE ?
WORLD
DISARMAMENT MOVEMENT
PREPARATION FOR WAR
Morris

THE BIGAMIST

—Morris for the George Matthew Adams Service.

> "It would seem to be clear enough that apprehension of the cruelties of war has never prevented war. It would also seem to be clear that you can not rely on declarations, or resolutions, or papers to prevent war, unless back of all these is the triumph of the spirit of reasonableness among peoples who have ceased to think in terms of war. Why not test the conscience of peoples and the boasts of civilization in a practical demand for the statement and improvement of rules applicable to the use of new agencies of warfare?
>
> "We can not take refuge in the view that new conditions have made it either impossible or impracticable to continue to recognize the distinction between combatants and noncombatants in the conduct of war, and to prescribe rules and practises accordingly. Governments can now adopt such rules, if they are so disposed, with every reason to expect their observance if they do adopt them and make them sufficiently clear. It is too much to say that rules definitely exprest and agreed upon will be deliberately broken, especially such rules the breach of which would outrage the sentiment of the world.
>
> "The question whether such an available weapon as poison gas should be prohibited has caused an interesting debate which goes to the fundamentals of the art of war. At the Washington Conference the subcommittee of experts representing the five Powers agreed that no nation dare risk entering into an agreement which an unscrupulous enemy might break. On the other hand, the advisory committee of the American delegation approved a report of a subcommittee, of which General Pershing was chairman, which recommended that 'chemical warfare should be abolished among nations.'
>
> "If it should be found to be impracticable to prohibit the use of poison gas, it would still seem to be possible to restrain its use against cities and other large bodies of noncombatants, as the experts, who were opposed to its prohibition, suggested.
>
> "This is but one of the subjects deserving attention. Another of no little importance to which I have referred is the manner of the use of aircraft and submarines.
>
> "There would appear to be no sufficient reason why the Powers, equipped with the lessons of experience and taking advantage of the material now at hand, should not have their representatives meet at some appropriate time in another great conference carrying forward the work of the Hague conferences, to restate, classify, and adapt to new conditions the rules of international law on these subjects. With the great Powers intent on peace and the smaller Powers dependent in so large a degree on the great Powers, and influenced by their policy, what stands in the way of reasonable agreements for the limitation of armaments? If the wars of the future are to be waged largely with the new-found weapons of peace-time use, and so devastating in character, it is all the more important that all possible measures should be taken to prevent war.
>
> "Search for universal formulas may be in vain, but every single step that can be taken would have an important psychological effect as well as its direct material consequences. A measure of prevention is better than none."

Mr. Hughes, observes the New York *Times*, "has the advantage of speaking both as a jurist and a man with experience in diplomacy." To *The World* the Hughes address, which covered almost an entire newspaper page, "was the most competent and brilliant utterance made on the subject of armaments since, unhappily, Mr. Hughes left the State Department." "He has performed a distinct service," thinks the Springfield *Republican*, and the New York *Evening Post* believes "this extraordinary address will enhance, if that be possible, the reputation of its author for weighty thought and utterance upon complicated matters of outstanding importance."

We find an objection, however, in the Washington *News* and other Scripps-Howard newspapers. According to these dailies, "people have a habit of talking of disarmament as if all a nation had to do was just to disarm. That is nonsense." Furthermore:

> "No nation is going to disarm as long as it feels itself in danger. Until we reach an era of confidence and security the world can make up its mind to go on supporting armies and navies."

"There is an enthusiasm for further disarmament that is not justified by the experience of the last five or six years," agrees the St. Paul *Pioneer Press*. Besides, points out the New York *Herald Tribune:*

> "Many nations are still troubled with fears that war may again catch them insufficiently prepared, and are convinced that national security ought to be put ahead of relative disarmament.
>
> "Russia is still more or less of an outlaw nation. Tho not a tremendous military menace, its capacity for stirring up international trouble has been shown clearly enough in China. Great Britain is seriously threatened there. Japan has to consider the possibility of a Russo-Chinese coalition, affecting Japanese interests in Manchuria.
>
> "The world will undoubtedly move slowly toward confidence in the efficacy and safety of a sweeping reduction of armaments."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

"Prussia Pays Kaiser in Full." Can any mortal power do it? —*New York Evening Post.*

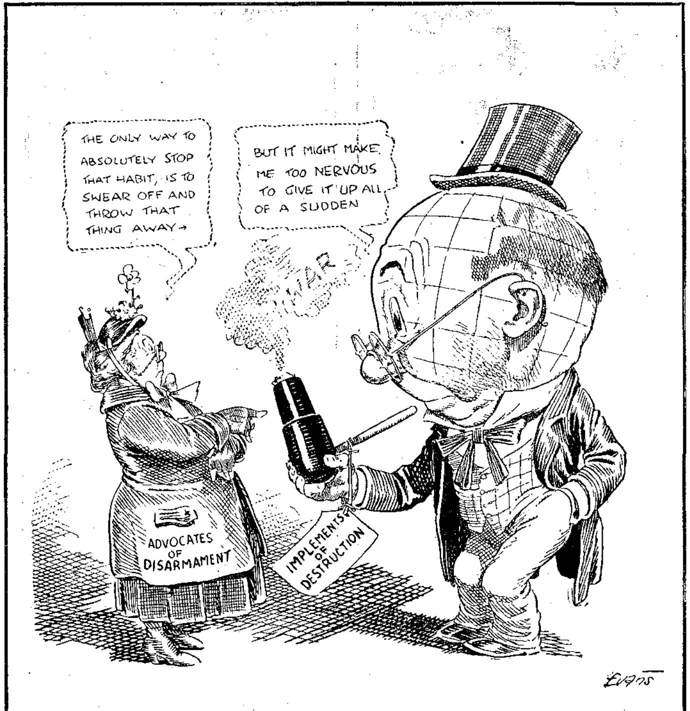
Alas, it is man's fate to keep on growing older long after he is old enough!—*Toledo Blade.*

If fishing-worms sing they're probably practising a swan song about now.—*Arkansas Gazette.*

Most of the 100-per-cent. Americans fix that valuation on themselves.—*Des Moines Tribune.*

About the only thing hard to secure under the Prohibition law is a conviction.—*Virginian-Pilot.*

Chicago reports that the false teeth makers' strike is over. Gummed up, probably.—*Dallas News.*


THE ONLY WAY TO ABSOLUTELY STOP THAT HABIT, IS TO SWEAR OFF AND THROW THAT THING AWAY→
BUT IT MIGHT MAKE ME TOO NERVOUS TO GIVE IT UP ALL OF A SUDDEN
WAR
ADVOCATES OF DISARMAMENT
IMPLEMENTS OF DESTRUCTION
EVANS

WE GUESS HE DOESN'T REALLY WANT TO QUIT

—Evans, in the Columbus *Dispatch.*

History might define peace as the period in which men toil to meet the expenses of war preceding and succeeding. —*Boston Herald.*

An aerial taxi company has begun business in Detroit. Passengers are hoping that there will be no tips.—*New York Evening Post.*

A French painter declares that English artists have no imagination. We must send him a few of our seed-packets to look at.—*Punch.*

Secretary Hoover advises caution in making loans to Europe. It is excellent advice and only about $11,000,000,000 late.—*Nashville Banner.*

A fellow who tries to straddle an issue is like one in the middle of the highway, subject to being hit by both lines of traffic.—*Florence (Ala.) Herald.*

Scientists insist the sun is going to last us another 15,000,000,000 years. What, then, is the idea of all this daylight saving?—*New York Evening Post.*

Germany is so little able to keep the Dawes plan payments up that she is still sending money out of the country for the Kaiser's family.—*Dallas News.*

We read in the Lit. Dige. that the arctic tern makes seasonal flights from pole to pole and back again. Well, tern about is fair play.—*Weston (Ore.) Leader.*

It would seem that the most important job in Washington is either that which Mr. Hoover holds down or that of holding down Mr. Hoover.—*Virginian-Pilot.*

The Literary Digest has just issued a number which contains all the important facts regarding Italy. It also carries a picture of the King.—*El Paso Times.*

"Cabinet Ministers are very much like ourselves," says a leader-writer. That is the sort of thing which tends to make the average man feel very humble.—*Punch.*

Probably the funniest thing that has developed in our national politics lately is the horrified fear of the residue of the Ohio Crowd lest Tammany get hold of the Government and corrupt it.—*Ohio State Journal.*

English people resent the fact that American newspapers are continually printing stories about the Prince of Wales being thrown from his horse. It's our idea that the best way for them to remedy this is to tell the Prince about it and not the American newspapers.—*El Paso Times.*

The three stages of modern family life are matrimony, acrimony, and alimony.—*Virginian-Pilot.*

New York Girl Sells Kisses for $1 Each—*Head-line.* Pursing her lips, you might say.—*Arkansas Gazette.*

His is surely a strategic silence if it enables Cal to get what he wants without asking for it.—*Weston Leader.*

The Father of Waters certainly has set the whole river family a bad example this year.—*Des Moines Tribune.*

Publicity is easy to get. Just be so successful you don't need it, and then you'll get it.—*Washington Post.*

What we can't understand is how New York picks out which of her murders she is going dippy over.—*Dallas News.*

Pictures show Mussolini in the same cage with a lion. Evidently the S. P. C. A. has no branch in Italy.—*Nashville Banner.*

A Nebraskan has invented a tractor that plows without human aid. Now for a farm that runs without government aid.—*Virginian-Pilot.*

Camouflage patterns are predicted for shirts. But against the average laundry nothing but a concrete dugout would be any good.—*Punch.*

The Christian Science Monitor has an editorial on "Taming Elephants by Kindness." Us Democrats haven't had much luck at it.—*Dallas News.*

Now that the British woman has the right to vote as soon as she obtains her majority, British women voters hope to obtain a majority.—*El Paso Times.*

According to a departed spirit, there are no moving-pictures in heaven. Can this mean that there is a shortage of moving-picture artistes there? —*Punch.*

The only bright spot some people profess to see in the Mississippi situation is that if the cotton land is flooded the cotton market won't be.—*El Paso Times.*

Chicago is described by its new Mayor as "flat broke" and unable to borrow. We suggest a special income tax on its bootleggers and gunmen.—*Weston Leader.*

Dr. Louis L. Dublin estimates that a baby born to-day is worth £1,447. Parents will be well-advised to sell at once, in view of the possibility of a slump.—*Punch.*

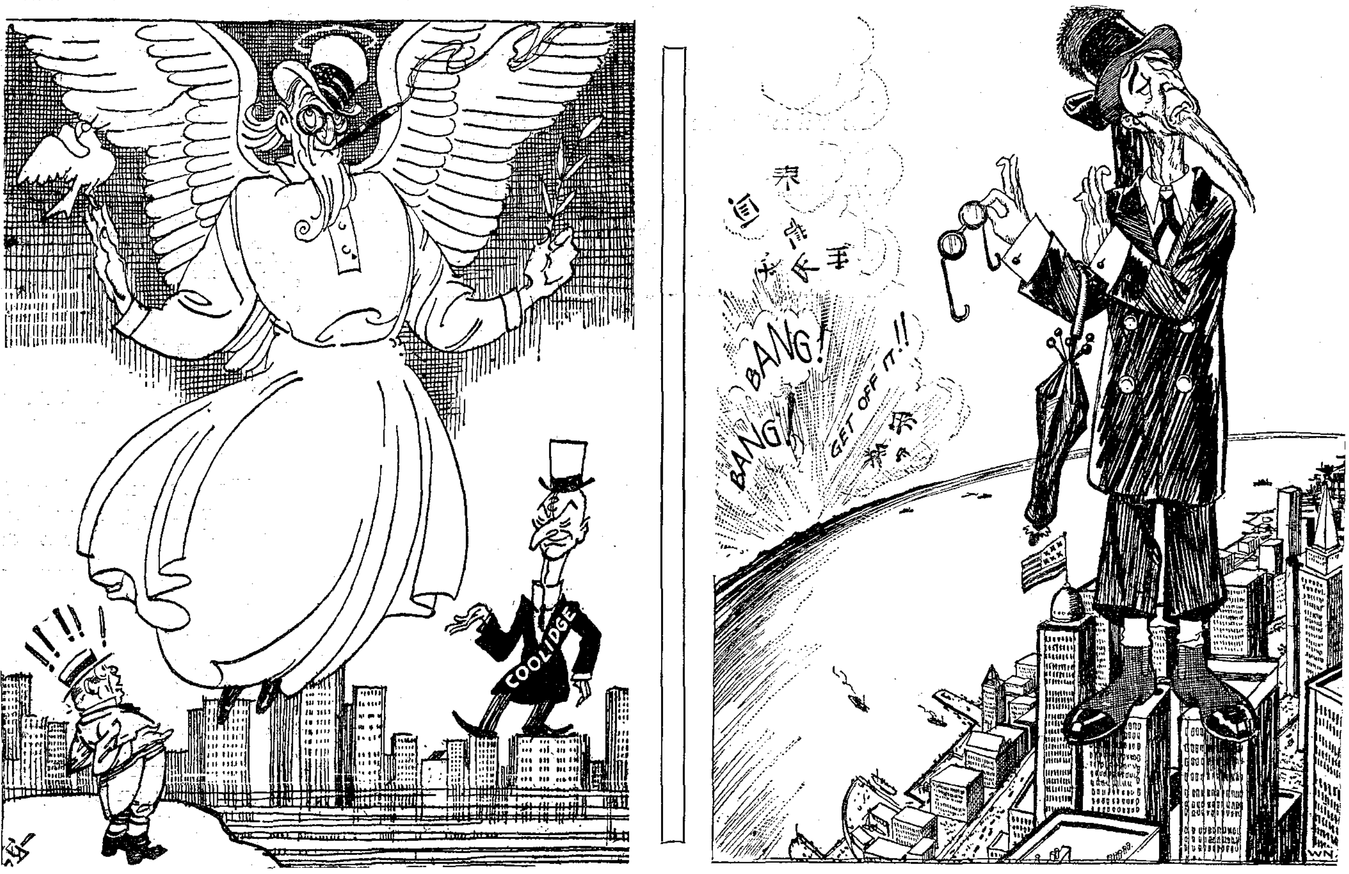
Of course we don't aim to be mean about it, but we can't help noticing that all this Mississippi water got loose during a Republican Administration.—*Dallas News.*

One could never have conceived such a thing as a chink in the atmosphere until Chinese were smuggled into this country by airplane across the Mexican border.—*Weston Leader.*

It may be, as scientists assert, that earthworms really sing, but the intelligent creatures maintain a heavy silence when one wishes to mobilize a few of them for fishing purposes.—*Seattle Times.*

The President heartily supports the "back-to-the-farm" movement, but in some quarters it is suspected that he favors the back-to-the-White-House movement even more.—*Virginian-Pilot.*

FOREIGN - COMMENT


!!!!!
COOLIDGE
BANG!
BANG!
GET OFF IT!!

THE NEW ANGEL OF PEACE
—*The Evening Times* (Glasgow).

UNCLE SAM—THE PEACE PROTESTER
—*The Bulletin* (Glasgow).

SCOTTISH PLEASANTRY WITH UNCLE SAM

OUR FOREIGN POLICY IN FOREIGN EYES

A NEW POLICY with regard to American relations with Central and South America is considered by certain foreign onlookers to have been announced by President Coolidge in his address at the annual dinner of the United Press in New York. Some British correspondents in this country tell us that in diplomatic circles the President's stand on the Nicaragua question is regarded as the corollary of the Monroe Doctrine and is "in effect, according to this interpretation, a decision by the United States to assume the special guidance of the Caribbean area." So we read in a New York dispatch to the London *Daily Telegraph*, in which it is further said that such a policy, it is admitted, has existed for some time, but President Coolidge is praised for his "courage" in making a frank avowal. Opinions of the American press on Mr. Coolidge's "notable" address appeared in THE LITERARY DIGEST of May 7. Among the French press we find the Paris *Journal des Débats* saying that the most interesting part of Mr. Coolidge's address concerns Central and South America, and the President took advantage, if he did not force this occasion, to justify his present policy with regard to Mexico and Nicaragua. The State Department has been very much occupied with this subject for some time, and this journal recalls that Mr. Borah, in particular, denounced with his customary bitterness the scandals of oil affairs, among others, those of the concessions of Mr. Doheny in Mexico. But the truth is, we read then, that as Congress is adjourned, the Government need fear no parliamentary difficulties from now until autumn, but at the same time public opinion is too excited for the Government not to reassure it. This conservative French newspaper then calls attention to a remarkable article, as it calls it, contributed to *Current History* (New York), by Felipe Barreda, a professor in the University of San Marcos, Lima, Peru, on the subject of Latin-American opposition to the "new Monroeism." He charges that the Monroe Doctrine has been corrupted and distorted in such an extraordinary manner that its interpretation and its application have no connection at all with the policy originally stated by President Monroe, and he goes on to say:

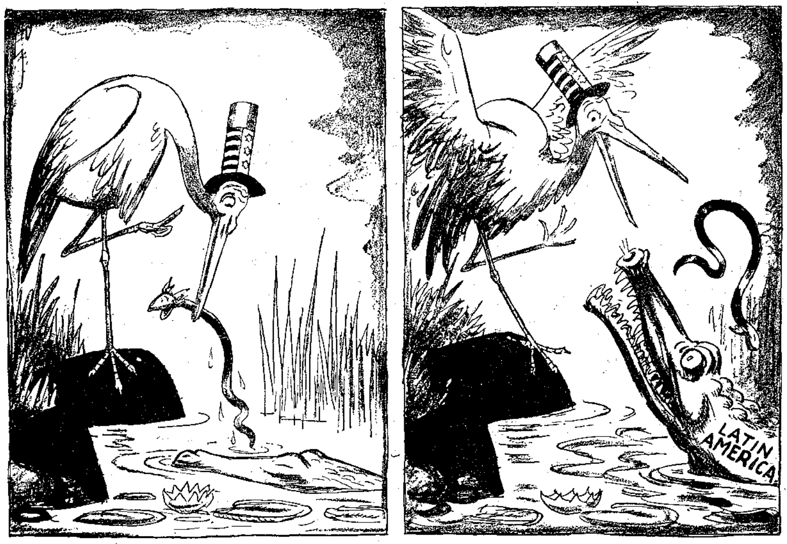
"The cause has been the friction and conflict growing out of commercial intercourse, and the result has been that, in order to find a line of solution, the United States Government has made use of the Monroe Doctrine for its own purposes by drawing from it conclusions of the most variable and fantastic character. A study of various cases of the modern interpretation and application of the doctrine in the last twenty years makes it clear that it has been employed in the following ways typical of the new conception which has superseded Monroe's own formulation of his ideas:

"(1) In cases of internal political strife or revolution in Latin-American countries the Government of the United States assumes the right to declare which is the constitutional party to be supported by the military and naval power of the United States. (First intervention in Nicaragua, 1912.)

"(2) When the conclusion is reached that a Latin-American country is not able to maintain an independent and competent government to keep order and discharge its international obligations, the United States assumes the right to take political and economic control of such country. (Intervention in Haiti, 1915.)

"(3) The United States assumes the right to intervene in the

> political government and economic administration of a debtor nation in Latin America to enforce and secure the cancelation of public debts. (Santo Domingo, 1916.)
>
> "(4) The United States Government assumes the right to intervene in the internal affairs of Latin-American countries when, in its opinion, political or economic ideas may endanger the private interests of American citizens. (The controversy with Nicaragua and Mexico now in progress.)
>
> "(5) The fixt attitude of the United States that the definition, interpretation and application of the Monroe Doctrine are its exclusive concern.
>
> "These deformations of the Monroe Doctrine have nothing in common with President Monroe's declaration. They lack the essential character of Monroeism—defense against European intervention; they destroy the conception of a single continental front against the diplomatic intrigues of the world; they set the South against the North; and they are contradictory to the advice not only of Monroe but of such statesmen as Washington and Quincy Adams."



A GERMAN JIBE

In trying to swallow the Nicaraguan eel, Uncle Sam aroused the Latin-American alligator in all his resentment.

—*Kladderadatsch* (Berlin).

Even in the United States, American foreign policy is often criticized sharply, remarks the Paris *Temps*, a French newspaper referred to as being very close to the French Foreign Office, and it adds:

> "In the modern world, the interdependence of political and economic interests is so absolute that it is no longer possible for a great nation, no matter how powerful, not to act in complete solidarity with other nations. Mr. Coolidge is right to warn his fellow citizens of the difficulties that might result from the fact that other nations now need the help of American capital. He said: 'These things should be done with justice and humanity. They must not become simple exploitation. Nor must they serve to take possession of the natural resources of foreign countries.' These recommendations are the more opportune because sometimes one has the impression that the policy of financial aid, as practised by the Americans, tends to reduce other countries to economic servitude and that in this way it is a new form of imperialism. It is against such imperialism that Mr. Coolidge undertakes to defend the foreign policy of his Government."

This Paris newspaper declares that when Mr. Coolidge said that the United States went into Nicaragua for the sole purpose of protecting its citizens and their property and that, as he put it, "they are no more making war on Nicaragua than the policeman in the street makes war on passers-by," the President fails to notice the distinction between the right of protecting the life and property of American citizens and intervention by force in the internal policy of a foreign country. We read then:

> "Because the United States paid $3,000,000 for the concession to construct an interoceanic canal across Nicaragua, does not mean that the United States has acquired the right to act directly in that country in order to keep in power those it judges most favorable to American interests.
>
> "It is this very just care for the protection of the life and property of American citizens without intervention, properly so called, that characterizes the attitude of Washington toward China. The President was solicitous to point to the friendship the American people have for the Chinese people and their sole desire of helping and encouraging legitimate Chinese aspirations for union and freedom. That the United States does not pursue any so-called imperialistic policy in China must be admitted; but that there are differences between American policy in the Far East and American policy in Central America, is hard to deny."

WOMAN'S PROGRESS IN JAPAN

PROGRESS TOWARD SUFFRAGE for women in Japan is slow but it is sure, we are told, for their growing independence and higher standard of education, and their ever increasing participation in the public and general economic life of the country are taken as indications that the day is bound to come when Japanese women will have the same rights of franchise as men. An idea of the Government's attitude toward the question, as related in the Tokyo *Japan Advertiser*, may be gathered from the reply to a question asked in the Upper House, and this daily continues:

> "In answer to a query as to why the Universal Suffrage Act of 1925 failed to recognize the right of housewives to vote, the fear was exprest that if this right were given, it might result in domestic discord, consequently, it was said, the Government, in their 'desire to insure the maintenance of harmony between man and wife,' considered it undesirable to extend the franchise to women. If we remember rightly, similar forebodings were formerly exprest in other countries which have now adopted woman suffrage, tho it does not seem that this 'harmony between man and wife' has been disrupted to any great extent."

Meanwhile, this newspaper reminds us that the women of Japan enjoy a very much greater degree of freedom than do their sisters in other Eastern countries, and it says:

> "In the towns and cities they are to be seen acting as conductors on all the trams and omnibuses, and occasionally a woman taxi-driver is to be seen plying her trade in the streets. Women typists and stenographers, as well as large numbers of young messenger girls, are to be found in all the big business offices and in most government departments, while nurses, teachers, waitresses, maid-servants, and women shopkeepers and assistants are to be counted in many tens of thousands in Tokyo and elsewhere. Even more remarkable in some ways is the immense number of women operatives, something like one million in all, to be found working in factories, especially in such industries as cotton weaving and spinning, while over one hundred thousand are said to be engaged in mining, a type of work which the people of Western nations regard as being essentially for men only. Added to all these are some six million women engaged in agricultural pursuits, working year in and year out in the evil-smelling mud of the paddy fields or employed in the more congenial task of tea-picking or fruit-plucking.
>
> "Altho agriculture absorbs the greatest number of the women workers in Japan, this particular form of occupation for women, like silkworm rearing, is no new feature in Japanese social life, altho it does undoubtedly help to place a larger portion of women on a level of equality with men of the same class in Japan than in most other Eastern countries."

But what is of special significance in the progress of Japanese women, we are told, is the ever increasing number of new fields of work being thrown open to women of the intellectual classes. Fifty years ago, it seems, the very idea of Japanese women being allowed to practise as doctors would have been laughed at as an idle dream, yet "now, in addition to some 30,000 trained nurses and midwives, there are three hundred or more women doctors."

THE FRANCO-GERMAN STRUGGLE FOR TRADE PEACE

THREE YEARS OF DISPUTATION between the French and Germans have resulted in a provisional commercial treaty which, in the view of some wearied German editors, leaves both parties dissatisfied. Since 1924 negotiations have been discontinued, resumed and discontinued, and again resumed, we are told, until a second provisional agreement was reached in April of this year. Meanwhile, it is pointed out that the first provisional commercial treaty was concluded in August, 1926, for a period of six months. Yet it is said that both the French and the Germans are hoping to reach a final agreement in the near future. The second arrangement, we are told, is much wider than the first, since it permits the exportation of many articles from France to Germany that were not formerly listed. By way of balance, the list of exports from Germany to France is enlarged. As the Berlin *Deutsche Allgemeine Zeitung* regards the question, we learn:

"It is not by any means the fault of the German delegates that these abnormally protracted and vexing negotiations should result only in a new provisional agreement. Yet France is not to blame, either.

"It is but natural that a country having serious difficulties with its currency should hesitate before concluding a permanent commercial treaty with a foreign country. But now that French currency has been more or less stabilized, it may be hoped that this provisional treaty will be followed before long by a permanent agreement. Both countries need it badly.

"The present treaty is, unfortunately, very limited in scope. It adds to the preceding document only 15,000,000 gold marks' worth of importable, or exportable, merchandise which is, of course, a ridiculously small figure after months, nay years, of negotiations.

"If we compare the concessions made by both parties, we shall conclude that France has made concessions three times as great as those made by Germany. Yet, this is misleading evidence. The fact is that there can be no doubt that Germans actually will purchase all the French wine allowed for importation into Germany, while it is a very great question whether German machines and articles of the electrical industry will be purchased in France up to the allowed figure. It is impossible to say which country will gain by the present treaty.

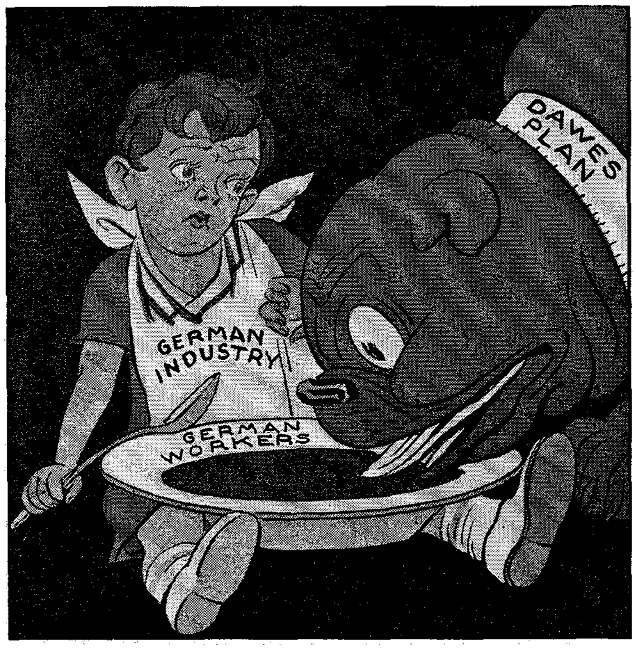
"If, in spite of all this, Germany agreed to sign the present treaty, it was only because she wanted to prepare the ground for a definitive treaty. Besides, if the present treaty had not been signed, a period of non-agreement would have ensued, and this might have been ruinous for both parties. It would entail, by the way, the breaking up of the international steel trust or cartel."

According to the *Koelnische Zeitung*, the provisional trade treaty is not a triumph for the German delegates, nor is it an acceptable basis for the development of German export trade to France. Rather distrustfully, this newspaper adds:

"It may be tolerated only as long as a real treaty based on real mutual concessions has not been concluded. German delegates must do their best in order to persuade the French to lower their intolerably high protective tariffs."

IS GERMANY DODGING THE DAWES PLAN?

THE IMPOSSIBILITY of carrying out the full Dawes plan by Germany is said to be evidenced in rumors that persist to such an extent that, to some, they almost suggest organized propaganda. If the increasing annuities are paid, it is said, there will be a deficit in the German budget, and we are told also that Germany can not bear another pfennig of taxation. There are many reasons, remarks the London *Economist*, for thinking that the present reparation and debts plans may never be realized in their entirety even for a decade, to say nothing of two or three generations. In particular there is grave uncertainty, this weekly believes, whether it will be possible for Germany's export surplus to develop to such an extent that the annuities may be transferred to her creditors without smashing the exchange. We read then:



A GERMAN COMPLAINT

"How can this child thrive when the dog takes all its food?"

—*Kladderadatsch* (Berlin).

"The critical day may be postponed by the investment of foreign capital in Germany, but sooner or later Germany must pay by her trade balance. When this time arrives, and even before, the effect of German competition may induce her creditors to reconsider their attitude. Indeed, the economic conference will find it difficult to visualize a new equilibrium in world trade without considering this aspect of the reparation question.

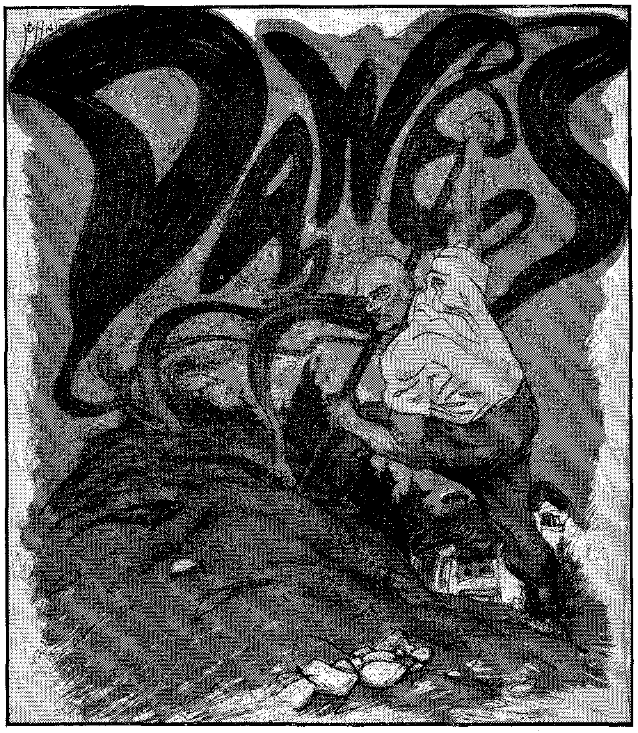
"But these commercial aspects of the question can hardly be considered urgent at the moment, and, in any case, are points which should be raised by those who are affected by reparation payments. It is a very different matter to suggest that the German taxpayer can not provide the amounts required. In our view, it is questionable whether the time is ripe to raise any of these questions, and it is certain that for Germany to raise the issue on the question whether the German nation can collect in marks the annuities called for by the Dawes plan would arouse very little response in any of the creditor countries.

"Figures published in *The Economist* show that Germany's expenditure upon armaments is a smaller percentage of her national income than that of any other large country in Europe. Again, the maximum Dawes annuities amount to less than 5 per cent. of Germany's national income—a much smaller figure than the cost of the British national debt, which amounts to about 9 per cent. of our national income. The two items together amount to about 12 per cent. in the case of Great Britain, and 6 per cent. in the case of Germany. If war pensions were added, the total of these three burdens would probably be still more heavily against Great Britain. If, in spite of these figures, it is true that Germany is more heavily taxed than Great Britain, the public will want to know why it is that the cost of other forms of government should be so much more expensive in Germany than in other countries. The key to the problem, no doubt, lies in the fact that the Central Government collects the chief taxes, but the States spend most of the money, and that the former can not control the expenditure of the latter."

This difficulty, *The Economist* reminds us, was pointed out by the Dawes Committee, but no solution of the financial relations between the Republic and the separate States has yet been found. From the point of view of Germany's creditors, it is then stated, this explanation, tho interesting, does not seem sufficient reason for modifying the annuities provided by the Dawes plan. We read then:

"On the other hand, it may be urged that, however sound these criticisms may be, the organization of Germany is the result of slow historical growth, and that it is not politically possible for the Reich to establish real and effective control over the finances of the States except by degrees. But if this is an insuperable obstacle, it can only lead to proposals such as that which Mr. Otto Kahn is said to have discust during his recent visit to Berlin for shifting the burden to other sources of revenue.

"For the time being, however, suggestions from whatever source for any reopening of these international settlements are blocked by the attitude of the United States. The full text of Mr. Mellon's reply to the Princeton professors on the question of war debts which has recently come to hand shows no sign of any change in this respect."



GERMANY TOILING AT THE DAWES PLAN

Kladderadatsch (Berlin).

According to the Berlin correspondent of the London *Times*, Otto Kahn's arrival in Berlin was noted in connection with rumors about a revision of the Dawes plan. The reports, we are told, were confined to a small number of persons, some of whom happen to know that Mr. Kahn paid a visit to the Foreign Office and talked to Mr. Stresemann, but the rumors are said to have "withered for lack of nourishment" and the *Times* correspondent continues:

"The Pan-German *Deutsche Zeitung*—the nationalism of which is so extreme that it can, apparently, hardly forgive the Nationalists for entering a coalition containing such advocates of a policy of understanding as Mr. Stresemann and Mr. Marx—published what purported to be a scheme for the extension of the Dawes plan. It has learned 'from a trustworthy source' that Germany was about to be confronted by a new and dangerous development in the 'policy of fulfilment,' which the *Deutsche Zeitung* has never ceased to oppose. The new Finance Minister's complaint of the Dawes obligations in his Budget speech and the united demonstration of the parties in the Reichstag during the debate on the estimates of expenditure arising out of the war, had aroused misgivings as to Germany's capacity to carry out the Dawes plan, and had led to a search for fresh means of raising the money required. It was proposed, said the *Deutsche Zeitung*, to transform the postal service into a limited company on the pattern of the German Railway Company, to create a tobacco monopoly, to extend the spirits monopoly, and to use the German sugar industry in some way as a part guaranty of the Dawes annuities."

But it seems that this story was promptly denied in a semi-official statement published in the rest of the press, and we are told that the *Deutsche Zeitung* remained silent for three days. In the meantime, the *Lokal Anzeiger*, described as being a persistent opponent of "fulfilment" and "understanding," obtained a statement from the Minister of Posts, in which he said he had no knowledge of such a plan, and did not believe it would ever seriously be put forward. The *Times* correspondent advises us further that:

"An evening newspaper, the *Acht-Uhr-Abendblatt*, published an agency message from Paris to the effect that, according to Paris financial circles, Mr. Kahn had proposed to the German authorities and the Agent-General for Reparation Payments precisely the scheme outlined by the *Deutsche Zeitung*. The *Deutsche Zeitung* greeted this message triumphantly as a confirmation of its assertion. There followed further denials. Nobody in the German Government had been approached by Mr. Kahn in any such manner. The conversation at the Foreign Office, now admitted, had been concerned with other topics."

KEEPING DEMOCRACY SAFE FOR THE WORLD

THE WAR FOUGHT to "make the world safe for democracy" has produced the paradox, we are told, of finding the European world at least in desperate effort to keep democracy alive. Only a few years ago it was universally assumed that democracy in some form was a desirable and inevitable system of government. This fact is noted by the Manchester *Guardian*, which is rather sorrowfully aware that recently democracy has been challenged in almost every European country and has been replaced in Italy, Russia, and Spain by systems which utterly repudiate its tenets, while "in current political literature the speedy end of all democratic government is commonly taken for granted." The reasons for the reaction against democracy are said to be numerous, but the fundamental ones are easy to grasp, tho seldom stated, in the judgment of this journal, which continues:

"The first is that since modern democracies came into being the world has become an economic unity, while it remains politically and psychologically divided into national fragments. Men have not grown as fast politically as they have economically, and *homo politicus* is constantly thwarting the ends of *homo economicus*. Take an obvious example. At the end of the last war we needed to encourage Germany's trade for economic reasons; for political ones we did our best to destroy it. Such childish errors are no doubt, in part, the result of the fact that the world has become too complex for us to grasp and too huge for us to imagine. Our government often becomes an irreconcilable mixture of expert administration ruined by misguided political emotions. When the disasters from our inability to grapple with the need for political world unity become intolerable, and our economic evils seem past the capacity of overworked Parliaments, some sort of dictatorship takes the place of democracy. In the second place, it is often forgotten that the working of democratic institutions depends on a fundamental social unity. Where the minority is not willing to submit until it becomes a majority, and where the majority tramples too unscrupulously upon the rights of the minority, the democratic convention gives way."

Democracy is a form of government, *The Guardian* points out, which implies a certain reasonableness and a measure of basic agreement. Industrial civilization is apt in time, we are told, to produce a hostility between workers and property owners, which becomes irreconcilable. The vote, only slowly won by the wage-earner, seems to him a poor safeguard of liberty, and this journal reminds us that the stuff of his political life is rather in his factory or workshop than in the struggle of State politics, and so "political parties become nakedly class parties and industrial warfare destroys Parliamentary government."

Another view of the perils with which democracy is threatened appears in the London *Outlook*, and is presented by Lieutenant-Commander the Hon. J. M. Kenworthy, R. N., M. P., who believes that the democratic system, like everything else in the world, must move with the times or perish, and that "it can survive if the democrats themselves continue to believe in it." Meanwhile, he calls attention to the fact that:

> "By democracy we mean government by freely elected Parliaments. Parliamentary government is a peculiarly European system and has been carried by men of European stock to the Americas and the self-governing Dominions. Once adopted, the Parliamentary system of government was without rival anywhere in the world before the war. One of the most far-reaching results of the Great War has been the challenge to democracy and the substitution for it of one form or other of dictatorship. Lord Grey, in his memoirs, quotes his remark to a friend on hearing of the crossing of the French frontier by German troops in 1914. He said: 'The lamps are being put out all over Europe; they will not be relit in our lifetime.' By the lamps he meant, of course, popular liberties, including the right of self-government by elected representatives. Happily Lord Grey is still with us; some of the lamps burn brightly, others are dim, others, again, are still extinguished.
>
> "In Northern Europe democracy is strong, even tho challenged. The Northern nations who kept out of the war have retained their democratic institutions intact. To these democratic nations has been added the German people. It was fear on two frontiers which maintained the autocracy of the Kaiser. When the German people found that autocratic government did not save them from the worst defeat of their history, they turned to democracy and have repelled all attempts against it since.
>
> "From the democratic point of view, Germany is the brightest spot in Europe to-day. The German people have successfully thrown back all attempts at dictatorship or monarchical restorations. And the dictatorships they have resisted have been both of the Right and the Left. Junkers and Communists have in turn been defeated by the newly awakened democratic sense of the Germans. This is the only positive gain of the war for freedom."

Russia has never had an opportunity to try democracy under fair conditions, says Commander Kenworthy, who adds bluntly that the Governments of Prince Lwow and Kerensky never had a chance, while the autocracy of the Czars has given place to the autocracy of the Soviets. In Italy, the Fascist dictatorship appears to be stronger than ever, and he goes on to say that Spain, Greece, Turkey, Hungary, and Finland are still under dictatorship, or have only recently thrown it off. Democracy is challenged in France, is not functioning in Portugal, and this writer continues:

> "Even in England it is none too safe, as events since the war have shown. The usual argument advanced to-day is that only the Anglo-Saxon and kindred peoples are fit for democracy, and that the Slavs and the Southern Latins prefer dictatorships, and are happier with them under democratic government. But is this really true? Granted that the North European stocks have returned to, or have adopted, democracy more quickly than the others, is it not equally true that democracy depends on peace and security while violence leads to dictatorship?
>
> "Are we quite sure that had we passed through the same experience as the countries now ruled by dictatorships, our Parliamentary system would have survived? A careful examination of the system of governments throughout the world would seem to show that as settled conditions are restored, democracy again comes into its own. After all, it is the only system that has been found to work successfully. We all know the reason for the rise of Fascism in Italy. It is also fair to say that to-day Fascism in Italy itself is not dependent, as undoubtedly it was in its early years, on the personality of its chief exponent, Mussolini. An actual majority of Italians support Fascism. But the system is on the wane. The better-to-do classes who supported Fascism at the beginning are becoming profoundly disturbed by its continuance. The working-men of Italy are beginning to doubt also. As a wealthy Italian said to me recently, 'We called in the Fascists as one would call in the firemen when the house is on fire. When the fire has been extinguished, we do not take the firemen to live in the house permanently.' The economic situation is none too good in Italy, and the recent disturbances of the calm of Europe by obscure threats by the Italian Government, first in one direction, and then in the other, are taken by many as signs of an awakening to the real position at home in Italy, and a desire for diversions abroad."

There is a powerful Right wing of the Fascist party, Commander Kenworthy tells us, which is supported by the older men who are working for the gradual reintroduction of Parliamentary government in order to avoid upheavals. Incidentally, he reminds us that the people most akin to the Italians are the French, and he points out that:

> "In spite of war and invasion, the democratic system has held fast in France. It has survived the contest between the President and Senate, the rapid changes of Government, and, most serious of all, the recent financial crisis. The real merit of democracy is its elasticity. The grave difficulties of France have brought forward a rejuvenated Poincaré, who has turned his energies from the coercion of German to the rehabilitation of French finance.
>
> "In Spain, Gen. Primo de Rivera remains in power, but his position has been shaken and only the temporarily successful outcome of the Moroccan campaign and the trained adroitness of the King have saved him. In Greece the dictatorship of Pangalos has given way to constitutional government through the ordinary machinery of Parliament. Hungary, like Finland, has had dictatorships of the Left and the Right. Both these countries, whose inhabitants it must be remembered are of similar Mongolian descent, have been ruled by Communist Governments, then by dictatorships of the Right, but both now have reverted to Parliamentary government. In Finland the moderate Socialists are in office. And the moderate Socialists are increasing in influence in Hungary.
>
> "The oldest dictatorship in Europe is that of the Communist Government of Russia, now in its tenth year of power. But the dictatorship in Russia is exercised through the Soviet system of election to councils. And it will only remain a dictatorship so long as the elections are restricted and managed from above. The significant change in Russia is growing political power of the peasants.
>
> "The provincial Soviets are falling more than ever under the influence of peasant electors; and elected peasants are finding their way even into the central Soviet. It was to satisfy the peasants that Lenin introduced the 'new economic policy' and the whole government of Russia is now carried on with one eye on the demands of the country people. This movement in Russia will continue. And, failing a cataclysm and counter-revolution, popular government in Russia will gradually come into its own from below and through the democratic power of the peasant masses."

In the United States and the British Dominions, it is noted, there is no challenge to Parliamentary government. The Parliamentary system in England survived the shock of the war, was greatly strengthened by the general strike of last year, but, Commander Kenworthy asks, is democracy now safe in the country where Parliaments originated? The majority of the Trade Unionists who answered the general strike call has no intention of challenging Parliamentary government, and he adds that there is general agreement about this among all those who were in touch with the rank and file of the strikers during the general strike and afterward. The rally of the people generally to defend the Parliamentary system against attack, real or supposed, was extraordinary, and this contributor to the London *Outlook* is convinced that:

> "Whatever else the general strike accomplished, it certainly strengthened the constitutional movement in this country. Labor in its bulk believes more firmly than ever in an elected Parliament and constitutional methods. But democracy in this country must be given its chance. Every impartial observer must know that the success of the general strike would have led in the long run to bitter reaction, while even its continuance for another fortnight might have let loose passions which would have brought about the very condition of affairs which has led to dictatorships in other countries.
>
> "The working-people of this country have everything to gain by the free working of democracy. For this very reason the responsible leaders of Labor to-day deplore excesses at elections. The organized breaking-up of meetings is no new thing in the political history of England.
>
> "With much experience of general elections and by-elections, I have no hesitation in saying that there is less bitterness and more good humor, taking the country as a whole, than in pre-war days. But there are bad patches."

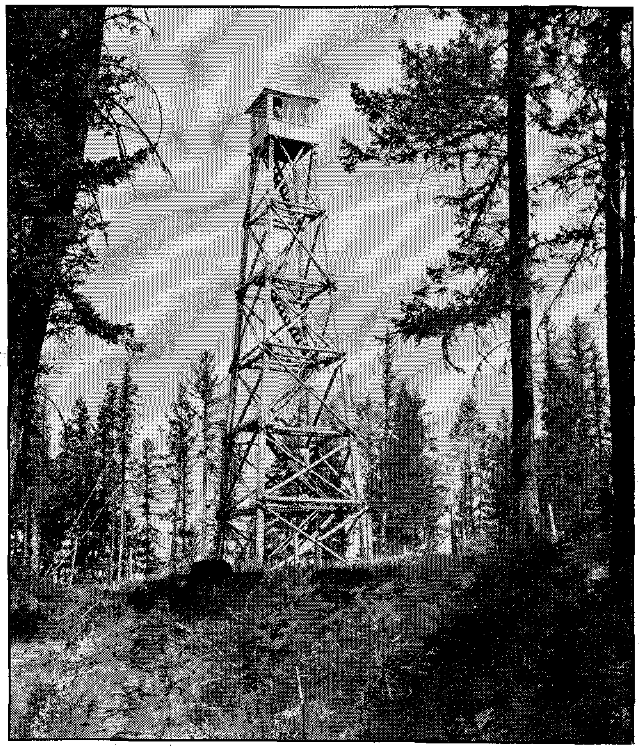
SCIENCE AND INVENTION

TO SAVE THE FORESTS BY EDUCATING THE LUMBER KINGS

THE FORESTS ARE GOING. Most of us are looking on, complacently. We attend an occasional lecture, and we trust vaguely that "scientific forestry" will somehow, at some time, give our forests back to us. This sort of sentimental forest education is wrong, says Ward Shepard, in his Pack Prize essay, printed in *The Journal of Forestry* (St. Paul). We must "get down to brass tacks." First of all, educate the forest-owner. Show him that wholesale destruction, instead of reasonable cultivation, is losing him money. "There is no general understanding of forestry among forest-owners," declares Mr. Shepard. If there were, northern Michigan might to-day be a productive woodland region, instead of a scarred waste. But whatever we do, he repeats, let it be concrete and related to actual problems viewed from the standpoint of dollars and cents. We may love the forest in the abstract and lament its downfall, but it will go on falling down just the same. Writes Mr. Shepard:

"Where is our 'national forestry program' headed? Bowing to the practical realities, there seems little immediate chance for the sweeping reforms advocated eight years ago. The national program of forestry has simmered down to public ownership and to voluntary cooperation between the public and forest-owners in the better handling of timber-lands. Here lies the field immediately ahead. If foresters have for the time being relaxed the earlier effort to stop forest devastation by direct Federal regulation, it is obvious that all our weapons should be shaped for the immediate battle in hand—namely, the development of every method of approach by which forest management on a big scale can be voluntarily substituted for forest destruction. The volunteer program places upon foresters the responsibility of protecting the public by developing a far more comprehensive educational attack on destructive logging than has yet been visualized.

"Forestry propaganda, which began some fifty years ago in this country, has always had as its background and main theme the conception of converting the public to the need of forestry. The main drive has always been directed to the general public, with the more or less vague threat of ending devastation by force; whereas with the rise of the plan of voluntary cooperation it is obvious that the drive should be directed mainly to the people who alone can make it effective—forest landowners and the forest-based industries. It is essential to the success of the forestry movement that the educational drive become more specific, more varied, and more skilful, and that it take full account of human psychology as well as of the physical and economic facts involved. Probably fifty million Americans know that our forests are in a bad way, but only a minor fraction of them are doing anything about it, even so little as refraining from tossing the careless match.



Photograph by K. D. Swan. Courtesy of the United States Forest Service

TO HELP MAKE US "FOREST CONSCIOUS"

"One fire lookout tower is worth a decade of luncheon speeches."

"In the field of industrial forestry, the method of approach is not in preaching abstractly about the future need of timber or the profits of timber-growing, but to *prove* to the individual owner that certain steps in conservative cutting will pay him, and to *show* him how, detail by detail, he can change his present methods. Ability to do this obviously requires a complete technical grasp of a given problem, and of all the pros and cons. It is the contrast between technique and sentimentality, between mastery and easy generalization.

"Or take the field of lecture work. Foresters can spend a vast amount of time and energy on giving miscellaneous talks before everything ranging from learned societies to Kiwanis Clubs. There is an insatiable appetite for talk which even the radio does not seem to satisfy. In this modern world the facilities for spreading useless knowledge are so numerous, so clamorous, and so inescapable that in self-defense man is rapidly developing the saving faculty of forgetting. In forestry we have reached the stage where fact and generalization must be translated into the will to act and hitched to specific programs of action.

The truth is, Mr. Shepard insists, that America has the best possible elements for extension of industrial forestry: an adaptable, inventive, and energetic people, vast amounts of capital needing an outlet, and a concentration of ownership that should lead to pride of possession and creative workmanship. The owners should join with the public in attacking the causes and furthering the remedies of forest destruction. The first step, he believes, is to make clear to industry that such an attempt is worth while even from a narrow industrial standpoint. He proceeds:

"The public incentives are obvious. Forest destruction not only makes wood scarce and costly, but it destroys a source of vast potential national wealth and entails a costly and hazardous restoration after the lapse of, perhaps, decades and the loss of the productive capacity of the land in the meantime. The industrial incentives are equally great but not so generally recognized. Forest destruction requires rapid amortization of costly manufacturing plants and the disbanding of highly trained personnel; it is a major factor in overproduction, the great curse of the lumber industry, because it forces the industry to attempt to take its profit in volume of cut, whereas conservative logging combined with its counterpart, careful utilization, takes its profit from quality of cut. The cutting of the smaller trees which should be left to grow is often done at a positive loss. Destructive logging is probably as costly to the industry as it is to the public. With a modest investment as the first logging proceeded, Michigan could have more timber to-day than she ever had, and at an enormous industrial and social saving.

"We must not blind ourselves, still less the public, to the fact that for many years forest devastation has been increasing in speed and in intensity. Modern machine logging is more

Photograph by E. S. Shipp. Courtesy of the United States Forest Service.

"FOREST DEVASTATION IS THE CAUSE OF THE FOREST-FIRE EVIL"

In such cut-over areas destructive fires easily start and gain headway.

completely destructive than the animal logging of the old days. Logging operators themselves often burn large areas of cut-over lands under the guise of slash disposal in order to remove this constant threat to their remaining timber and equipment. Forests have reached that critical stage where a sick organism is feebly fighting off a multiplying host of enemies.

"The present destructive logging (which may be defined as the withdrawal, confiscation, or waste of the forest capital or capacity of the soil to grow wood, usually accompanied by abandonment of the land) must be replaced by consciously adopted policies of permanent tenure and full productive use of the land. The development of cooperative fire control should be accompanied by the full development of ways and means to promote this object. Otherwise we face the danger of treating the symptoms instead of the disease. The forest-fire evil is not the cause of forest devastation. It is forest destruction that breeds the fire menace, not only physically in the woods but mentally in the minds of millions of people who see no cause to respect what the owners themselves do not respect.

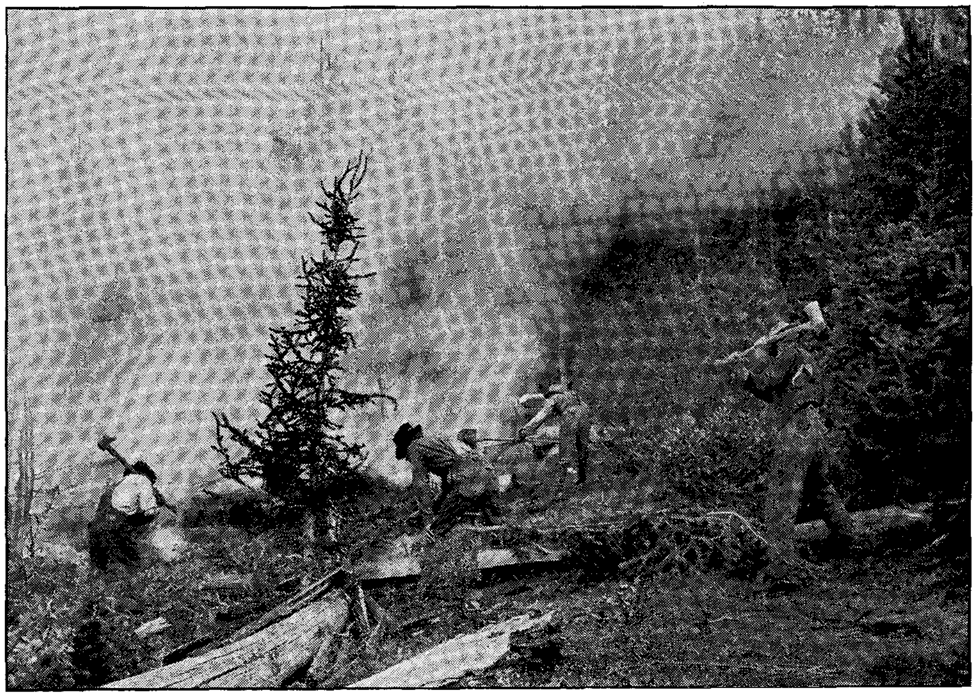
"The process of inducing owners to 'keep a stake in the land,' must be speeded up, else the public will have to foot more and more of the bill of cooperative fire control. From the public standpoint it is enormously important to the forestry development of the next two decades that, by hook or crook, large forest holdings are held together during the 'twilight period' of industrial forestry instead of being dissipated and still further gutted by fire and roving small sawmills.

"It is here that we must strengthen our educational weapons. Agencies must be created to bring the public and the industries together in continuous, joint efforts to reach a solution. The public should firmly, openly, and insistently declare the responsibility of landowners in cooperating for forest reform. In such an attack should be included the most able leaders from the Government, from forest-owners, the forest-based industries, banks (including the Federal farm-loan banks), railroads, farm associations, and the forestry profession. It would be the function of such an organization to explore and develop means both of stabilizing the forest industries, and of stopping the flow of capital from forest soil and turning it back into forest production.

"The forest-taxation study now under way will be a powerful factor in forest reform. Excessive taxation of mature timber may, in the long run, be just as great an obstacle to forestry development as excessive taxation of young forests. The taxation of mature and young timber in combination is at the heart of the forestry problem, because it is at the heart of the continuous yield problem. It is obvious that the industry and the public have a parallel if not coincident interest in this problem, and that the public will be justified in trading tax reform for better handling of forests.

"Perhaps the greatest potential opportunity for stabilizing forest production and turning the outward flow of forest capital back into the forest is in the institution of forest loan banks. Such banks, inaugurated from public funds but ultimately financed, as are the farm-loan banks, by the owners themselves, would pool the credit resources of timber-owners and operators, and obtain for them what is sorely needed for the advance of forestry—cheaper capital. Such a plan would start the flow of surplus capital into productive forest enterprises.

"There is no general understanding among forest-owners of the practical steps that constitute forestry, still less of the present practicability of these steps in many forest regions. One of the urgent needs of present-day forestry is the means of developing



Photograph by W. F. Clime. Courtesy of the United States Forest Service

FIGHTING A FOREST FIRE

"Public aid in forest-fire control should be rapidly increased."

DRURY COLLEGE LIBRARY
Springfield, Missouri

competent big-scale forest managers and utilization engineers as rapidly as the demand for them may develop.

"This whole problem could best be approached by stimulating the forest industries to fact-finding forestry and utilization surveys undertaken by competent foresters and engineers employed by individual companies and groups, or by lumber, forestry, and forest-protection associations as a form of service to their members. Here is an opportunity for the more progressive leaders of the forest-based industries to give a splendid leadership to their industry and to the public.

"Another important investigation of this broad type is regional studies of timber waste and the working out of plans to coordinate industries to utilize this waste. It would be a tragedy of the first magnitude if forest research should move away from these thorny problems of the mill and the logging camp into the secluded backwaters of academic research. Here we must revert once more to the theme of modernizing the educational methods of forestry. Vague sentimentalism about forestry gets nowhere: as the nurse tenderly cares for the child, and caring for him comes to love him, so genuine respect for and love of the forest arises from doing definite, concrete acts for particular, individual forests.

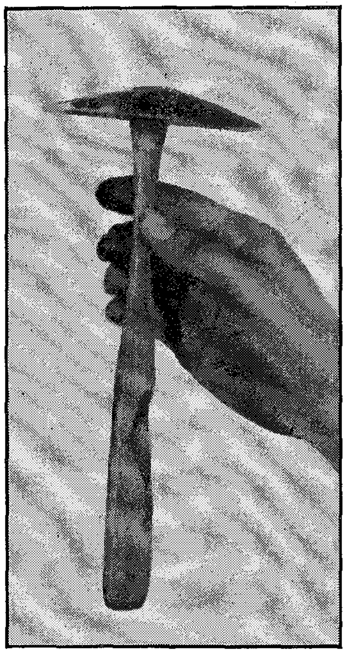
"We may as well face the hard fact that to make people 'forest conscious' we have got to get out of the vague medium of words into the resistant and tough medium of forests and their concrete problems. If every forested county in the United States had a forest-protective association, we would become a 'forest-conscious' nation in a decade. One lookout tower built by local money is worth a decade of luncheon speeches.

"Millions of boys and girls are enrolled in scout troops and camp-fire clubs, extension clubs, and summer camps. Here is a rich opportunity to give them respect for the forest by doing for it. Forestry agencies should seize the opportunity to give these boys and girls something more than the stereotyped bookish facts of forestry by setting them at specific tasks and problems in the woods."

CAUSES OF BIRD MIGRATION

THE LENGTH OF THE DAY and not food or temperature, or a combination of both as has usually been thought, is the chief factor in the migratory instinct, according to Prof. William Rowan, a Boston naturalist. Says *Nature* (London):

"Professor Rowan points out that neither food nor temperature is of sufficiently regular recurrence to account for the extraordinary accuracy of arrival-date in a number of migrating species. The only environmental factor which would seem to fulfil the necessary conditions is length of daylight. The author's case is strengthened by reference to the well-known and important discoveries concerning the influence of day-length upon plants. If such extraordinary effects upon rate of growth and time of flowering can be exerted by this agency in plants, there is every reason for suspecting that it may be operative in animals also. In birds it might operate directly, or indirectly through length of time available for feeding. In addition to a critical summary and discussion, Rowan refers to the results of his experimental investigations on the subject. He has definitely established that an increase of 'day' in autumn, produced by artificial illuminations after dark, will cause precocious growth of gonads [germ-glands] (accompanied in the males by song) in the dead of a Canadian winter, in species which normally migrate southward in early autumn. He has further established that control birds liberated in midwinter when their gonads were at minimum size do not migrate southward, while light-exposed birds whose gonads are beginning to enlarge, if liberated at the same time, disappear: one may, with the author, surmise that the light has so upset their normal equilibrium that they move northward in spite of the arctic conditions. It therefore appears quite probable that relative length of day and light, acting via the gonads, determines the onset of migration."



Courtesy of Henry Disston & Sons

THE HAND-WORN HANDLE

As molded by thirty years of use and the striking of 360,000,000 blows.

WANTED—SOFT SEATS

WHERE, OH, WHERE, inquires sarcastically *The Electric Railway Journal* (New York), is the man named Legion who argued that seats of slats or formed wood were so durable, so sanitary, and so cheap to buy and maintain? Oddly enough, it proceeds, these arguments were so unconvincing to the pushful automotive fellows that not one of them put out an automobile with springless seats. It says:

"To them 'seat' was synonymous with 'cushion.' The purveyor of the cheapest cars incased his springs with near-leather; while the maker of cars 'of the better kind' went to limp leather and overstuffed cushions for the open cars and plush or velours for the closed ones. The very air itself was made to serve as down.

"These improvements followed naturally, since the seat-user was primarily the buyer of the vehicle, whereas in railway transportation the seat-user's choice was controlled by others. Now that almost everybody has enjoyed the experience of riding on air, the public utility carrier on rails is following in the wake of the personal carrier on rubber.

"Desirable and even vital to ride-selling as this use of softer seats may be, two factors must not be overlooked that make a direct, complete imitation of personal car standards unnecessary: First a good car running over a good rail does not have as much jounce and bounce as the automobile. The simplest proof of this is the greater ease of reading. Second, a public transportation vehicle, especially in city service, can not afford as much area per passenger as a personal car.

"So it appears that eminently satisfactory seats can be provided for trolley-cars without too wide a departure from the shapes and over-all dimensions of standard cross-seats. It is to be expected that overstuffed or air cushions and extra padded backs may increase seat centers to the point where forty-four seats of the old type allow room for only forty seats of the new. This is perhaps as large a concession as can sensibly be made.

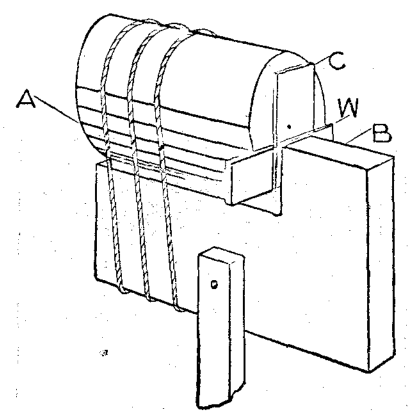
"It hardly seems necessary to go to the extent of installing individual bucket seats or otherwise striving to secure the effect of a Pullman chair-car. Such arrangements are excellent for long-ride, interurban service, or for de luxe service, but are likely to prove rather confusing for the most expeditious handling of short-ride, city passengers during the 'standing' hours. Recent visits to cities with soft-seat cars leads to the conclusion that the public is well pleased with standard cross-seats in the modern cushionings, and is not likely to insist that its bread should be buttered on both sides."

WHEN HAND MOLDED HANDLE—Three generations of users wore away the hard hickory handle of the hammer shown in the photograph until the wood was molded to the shape of their hands, we are told in *The Four L. Lumber News* (Portland, Ore.). Says this paper:

"The hammer is the kind used for setting the teeth of handsaws, and was in constant use for thirty years in the factory of Henry Disston & Sons, Philadelphia. It is now the treasured possession of a Disston employee, who received it from his father and, after using it himself for many years, handed it down to his son. In manufacturing a saw each tooth must be tapped with a hammer to make alternate teeth project slightly on each side of the saw. The number of teeth in a saw varies, but will average about 180, and an expert sawmaker will set the teeth of 300 saws a day. This figures up to the astonishing total of more than 12,000,000 hammer blows a year by a single workman, which would make 360,000,000 blows dealt with this hammer during the thirty years it was in use. It was the grip of the hand and these millions of blows that gradually wore away the hardwood."

WHAT IS HAZE?

TINY DROPS OF SALT WATER, says J. S. Owens, an English observer, writing in *Nature* (London). He is referring especially to the seashore haze of the English coast. In August last, while Mr. Owens was staying on the coast of Norfolk, a well-marked haze appeared, covering the whole country. This, he says, had the characteristic bluish look often seen in summer haze. There was at the same time a strong northerly wind blowing from the sea. The water was rough, and the haze was such that the limit of visibility was about five miles. He writes:



THE MAKESHIFT HAZE-CATCHER

The construction and use is explained in the accompanying text. It is made up of A, an old peach-can; B, Step cut in board; C, Microscope slide; W, Wedge.

"Having no instruments with me with which to obtain samples of this haze, an instrument was improvised as shown on the sketch. An empty peach tin had a hole made in the center of the bottom. The tin was lasht to a piece of board with string, the bottom being brought up against a step cut on the edge of the board; a microscope slide was fixt opposite the hole in the bottom of the tin by means of a wedge between it and the tin. The board carrying the tin was attached to a stake in the ground with the mouth of the tin facing the wind.

"A clean slide having been placed in position behind the tin, a definite patch became visible in forty-five minutes on the glass opposite the hole, where the jet of air produced by the hole struck the slide. It was left in position for a little more than an hour, when the slide was removed and another put in its place, which also received a patch visible to the naked eye. These patches, on examination under the microscope, were found to consist of a mixture of drops of liquid and crystals. The first consisted almost entirely of drops when examined, the relative humidity at the time being 82 per cent.

"On warming gently, all the drops dried, leaving crystals mostly of a skeletal form with branches at 90 degrees, but some were cubical, while a few were thin rhomboidal plates, and these latter did not deliquesce as the others did when the slide cooled. The second slide was similar, except that there were in the drops larger numbers of rhomboidal crystals which showed no tendency to deliquesce, while on warming the slide, numbers of cubical crystals appeared, clearly of common salt; also a number of skeletal crystals with 90 degrees arms. It would appear, therefore, that this haze consisted almost entirely of crystallin salts, existing partly in the solid and partly in the deliquesced condition, and presumably mainly derived from sea spray, with crystals, probably sulfates, derived from the smoke of cities on the northeast coast. With such a dense supply of hygroscopic crystallin matter in the air it would seem certain that a liquid fog would result from the deliquescence of the crystals present long before saturation, indeed probably in the neighborhood of 70 per cent. relative humidity."

DIPHTHERIA SPREAD BY HORSES—If the horse is not a propagating agent for the diphtheria bacillus, he is at least a natural reservoir, according to Professor Panisset, of the School of Veterinary Medicine at Alfort, France. In a lecture recently at the Paris Faculty of Medicine, we learn from *The Journal of the American Medical Association* (Chicago), he dealt with the rôle of the horse as a normal host of the human diphtheria bacillus, a question which came up for discussion many years ago, but which has never been completely solved. We read:

"In the Army, epidemics of diphtheria always begin in, and often are confined to, the cavalry. Rather frequently horses are found that have been immunized naturally and whose serum is antidiphtheritic without any previous inoculation of the animal. The diphtheria bacillus has often been found in the nasal mucus of the horse. Wounds and the pus of abscesses in horses often contain diphtheria bacilli. Possibly the gradual replacement of the horse by the automobile may contribute to the extinction of diphtheria."

A RIVAL FOR BLUE-PRINT PAPER

THE MANUFACTURERS OF "cellophane," a cellulose product described in these pages a few years ago, have just put on the market a new kind of paper to be used in the same manner as ordinary blue-print paper, so widely used by artists, architects, engineers, and mechanical draftsmen. This new photographic print paper, which is meant especially for industrial drawings and diagrams, has been given the trade name "Ozalid." It is thus described in *Genie Civil* (Paris):

"Schools of industrial drawing and design, architects, etc., have hitherto employed in general, either the negative ferroprussiate papers, commonly called blue-prints, or else positive papers with dark lines on a white background.

"Ozalid is a positive paper presenting the design in dark chestnut-brown lines on a white background. It is capable of dry development within a few minutes by merely being exposed to the fumes of ammonia.

"The reproduction presents a faithful image of the original plan without variation or shrinking. Annotations made with a lead pencil are as visible as on plain white paper, and wash drawings may be made as readily as on ordinary drawing paper. Moreover, since the design can be corrected either by rubbing out part of it or by adding new lines with a special ink, any drawing can be completed or corrected without touching the original print.

"Ozalid remains constantly flexible and resistant, which facilitates its use not only in schools or laboratories, but also in workshops and studios."

The exposure is made in the same manner as that of ferroprussiate and similar papers, the required time of exposure being practically the same as that of the best blue-print papers, or from one-seventh to one-eighth as long as the time required by other positive papers. But instead of being developed by water, it appears that ammonia vapor must be used. As we are told:

"In order to develop it, it is necessary to place the printed paper in any sort of receptacle in the presence of ammonia vapors given off from an aqueous solution having a concentration of 20 to 25 per cent. The container, however, should be made in such a manner that when it is opened the ammonia fumes, which are lighter than air, are prevented from escaping in a way to annoy the operator."

OUR MONOPOLY OF TORNADOES—Tornadoes are commoner in the central and southeastern portions of the United States than anywhere else in the world, according to Dr. W. J. Humphreys, meteorological physicist of the U. S. Weather Bureau and one of the world's experts in this science. In a recent publication Dr. Humphreys presents twenty-six listed conclusions concerning these storms, including the localities, seasons, weather conditions and other circumstances which seem to favor their occurrence. To quote Dr. E. E. Free's *Week's Science* (New York):

Dr. Humphreys records tornadoes as virtually unknown elsewhere except, perhaps, in southern Australia. The waterspouts occasionally seen by ships in tropical seas are much milder, and Dr. Humphreys believes them probably to have a different origin. The essential causes of the destructive American tornadoes lie, Dr. Humphreys concludes, in interaction between air-currents produced by the much vaster air whirls which meteorologists call cyclones, corresponding roughly to the 'lows' of the weather map. These lows move across the United States in continual succession. In addition, there exist contrasted area of higher air-pressure, called 'anti-cyclones.' When cyclone and anti-cyclone react on each other, they may create, Dr. Humphreys believes, the conditions that make tornadoes probable."

METAL TIES FROM SCRAP RAILS

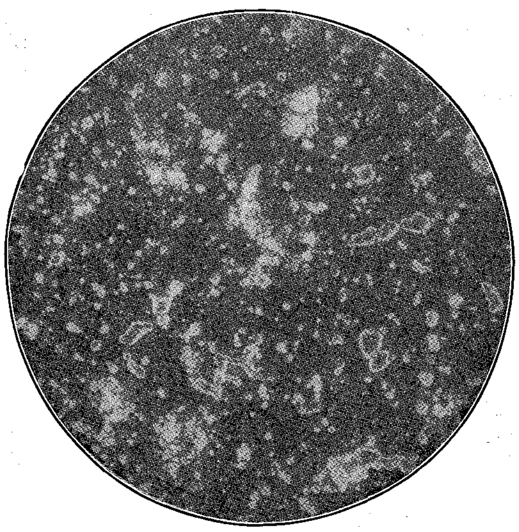
METAL RAILROAD TIES, made by electric arc welding from worn rails, are not only ten times as strong as the ordinary wooden type of tie, but can be made at a very low cost, according to William Dalton of the General Electric Company. Mr. Dalton recently completed a test extending over a period of a year in collaboration with H. S. Clarke, an engineer of the Delaware and Hudson Railroad. We read in *Railway and Locomotive Engineering* (New York):

"A number of sample ties were installed by the D. & H. about a year ago in its Glenville yards. The test has been so successful that Vice-President Loree has decided to undertake the substitution of metal for wooden ties in yards and sidings, and arrangements are now being made to install equipment in its shops for the construction of the ties.

"The tie design as worked out by Mr. Dalton involves the use of two pieces of rail for each tie. The rail used is that which has been removed from the road-bed as worn and has no value except as scrap. The two lengths are fastened together at each end by metal plates welded in position. The L-shaped angle bars used in ordinary rail joints can be used for this purpose. When two rails are fastened together in this manner, movement of the tie in any direction in the ballast is eliminated.

"An analysis of costs of wooden versus metal ties made by the D. & H. shows a total cost of $2.80 for the wooden variety. The total cost of fabricating a metal tie of the type designed by Mr. Dalton is 60 cents, and the scrap value of the tie is $2.50, making an over-all cost of $3.10. Inasmuch as the scrap value can be realized out of the rail when it is later discarded from tie service, the net cost of the metal tie is reduced to the cost of fabrication, or 60 cents, as against a cost of $2.80 for wooden tie.

"Present applications have been confined to yard and siding service. This field, however, requires over 30,000,000 ties a year for replacements. An insulator between the tie and the rail will be required on main lines using automatic signaling."



CRYSTALS FROM THE DRIED HAZE DROPLETS

Procured by the apparatus described on the opposite page, and indicating that a British haze, at any rate, is made up of tiny drops of salt water.

SPRING SHOWERS EXPLAINED—Why does the weather turn showery in spring? asks Dr. Charles F. Brooks of Clark University, in his Science Service feature, "Why the Weather" (Washington). Why is it not equally showery in autumn? Of course, he goes on, we recognize in the return of the sun from Southern haunts a reason for the renewed heating of the lower air, which always tends to make it unstable, and, therefore, likely to be pushed up by heavier air that has not been so heated. And we remember that this process of convection leads to showers if it goes high enough and if the air is damp enough. He proceeds:

"'High enough' and 'damp enough' are essential points in the production of local showers. The warmed air will be forced to rise till it has cooled, mostly by expansion, to a temperature lower than the surrounding air. It is obvious that the hotter it is when it starts, and the colder the air above is, the higher it will go. It is just these conditions that occur readily in spring. The sun is high in the sky and is heating the ground and lower air strongly, and it has not been heating the atmosphere so intensely long enough to have raised the free air temperature much yet. Therefore, convection to considerable heights is favored in spring. How about the vapor for the clouds and rain? Here again, spring is generally at an advantage over autumn, and, on the plains, at an advantage over summer. For there is a ready source of vapor in the winter soaked ground, and the air temperatures, while rising rapidly, have not reached such high levels that a very large amount of vapor is necessary before the air will be relatively humid enough for the production of showers."

POWER ON THE WINGS OF RADIO

BEAMS OF RADIO POWER, criss-crossing a city like searchlight rays and carrying light and power as wires do now, were discust as future scientific possibilities, following spectacular demonstrations of present power transmission by radio shown by two Westinghouse engineers, Dr. Harvey C. Rentschler and Dr. Phillips Thomas, to the New York Electrical Society, at the Engineering Auditorium, New York City, on the evening of April 20. Electric lamps, held up by Dr. Thomas in empty air, glowed brightly altho not connected to power wires. In a novel radio furnace displayed by Dr. Rentschler, chemical reactions possible only in a vacuum were initiated by radio waves. A disk of metallic tungsten, among the most infusible of all metals, was heated white hot in an instant by the invisible rays. That radio-power beams of a special variety might prove to be the long-imagined "death ray" was mentioned, not as a fantastic dream of some modern Jules Verne, but as a sober scientific possibility. Says a statement issued to the press by the Society:

"Radio waves like those used in broadcasting, except of shorter wave-length, can be reflected from metal mirrors to make narrow beams, like the beams from automobile headlights. Dr. Thomas, who is Research Engineer of the Westinghouse Electric and Manufacturing Company, at East Pittsburgh, Pennsylvania, generated before the Society waves of this type, not in beams but as short as eight feet, which is only about one-hundredth of the wave-length of the shortest waves ordinarily used in broadcasting. Dr. Thomas predicted that still shorter waves will be produced, capable of being concentrated into narrow and powerful beams. 'We may visualize,' he said, 'a parallel beam of radiation four inches across, along which is being sent ten kilowatts of energy. What sort of effects shall we find? Will this be a means of delivering energy for heat and light to individual houses?

"Tesla had a similar idea many years ago. Later improvements in the radio art make it interesting to consider such a possibility once more. We may imagine each house furnished with a half-wave oscillator in line with a parallel beam from a sending station, so that heat and light may be obtained very much as at present, by simply turning a switch, but without the costly transmission wire equipment now required.

"'Again, suppose it should happen that this four-inch beam of highly concentrated energy should render conducting the air through which it passes. Then ordinary electric power could be sent along the beam as tho the beam were a transmission line. The beam could be directed to any desired spot, with dire results to the target. It would constitute the so-called "heat ray" employed with such deadly effect by the Martians in H. G. Wells's well-known story of their descent upon the earth.'

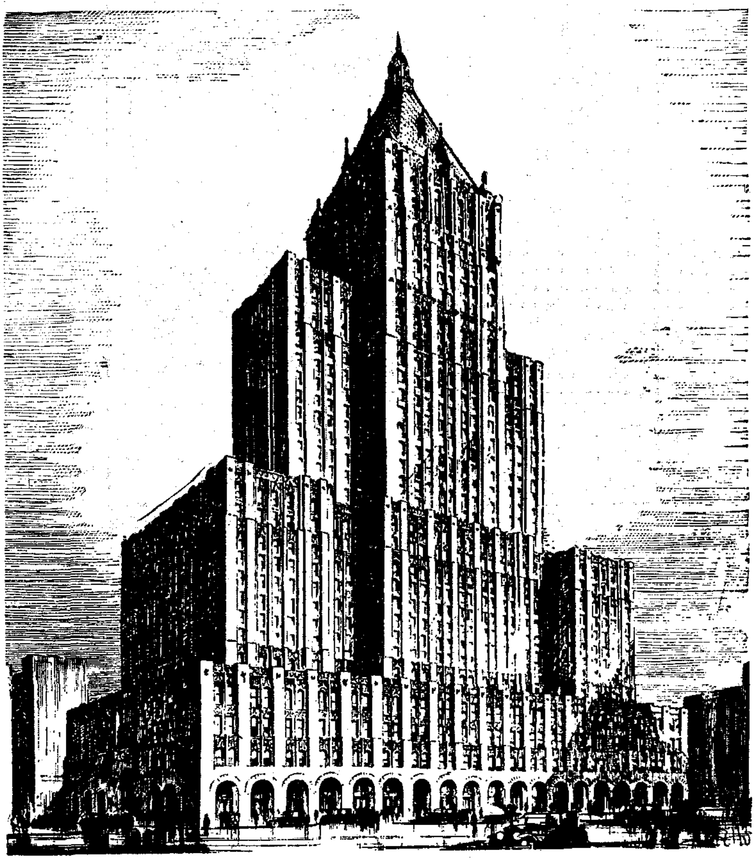
"The radio furnace demonstrated to the Society by Dr. Rentschler, who is Director of Research of the Westinghouse Lamp Company, at Bloomfield, New Jersey, is designed to concentrate large amounts of radio power within a small space, rather than to send it for long distances over projected beams. Certain metals, altho long known to the chemists, can not be prepared usefully in metallic form by ordinary methods because these metals are combustible when in fine powder, taking fire in the air like tinder whenever they are heated. By conducting the heating of these remarkable inflammable metals with radio power and in a vacuum, Dr. Rentschler has made them in metallic form and in some quantity. Two of these metals, thorium and uranium, belong to the group of radioactive metals including radium. Now that the use of the vacuum radio furnace has made these peculiar metals available they are expected to find uses, Dr. Rentschler said, in industry."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

NEW BEAUTY IN THE SKY-SCRAPER

NECESSITY BECAME THE HANDMAID of art in modifying the sky-scraper. As it has come to reach higher and higher into the blue it shuts out the sun from the street, and the people below walk in a perpetual twilight. A zoning law was inevitable, but the soaring spirit prevailed, and towers began to rise on towers as straight walls gave way to set-backs, and the sky-scraper takes on a new beauty. Manhattan begins to wear the aspects of all the world. The hill towns of Italy, the templed spots of Japan, the pueblos of New Mexico, the palaces of Benares are recalled with the use of but little imagination. But further back than even these is the real prototype. Mr. Alfred C. Bossom, former chairman of the Foreign Exhibitions Committee of the New York Architecture Association, finds it in the Mayan architecture of Guatemala, whose great pyramid at Tikal, now in ruins, shows the same set-backs that now make a constant delight of the sky-line of New York. In an interview in the New York *World*, Mr. Bossom leads us backward in time to point the source of what has been regarded as the original American contribution to architectural form:



OUR NEAREST NEIGHBOR

Our editorial work struggles through the din of riveting, as the steel frame of this fine example of "set-back" structure rises alongside the LITERARY DIGEST offices. It is the new building of the New York Life Insurance Company.

"Sky-scrapers are not an original development of this generation, nor of the one preceding. The Maya Indians, inhabiting what is now Yucatan, were the first Americans to construct tall buildings. It was about 1000 A.D. that they reached the height of their architectural achievement, and the ruins of their remarkable temples have been a source of amazement to archeologists on recent expeditions.

"The Mayas were an aspiring people; they looked heavenward. They were the greatest astronomers in the world at the time when their incredible culture reached its zenith. They were also a deeply religious people, and their religious beliefs taught them to look upward. It was only natural, then, that they should erect tall buildings that would give them an unobstructed view of the heavens, both for their astronomical observations and their religious worship.

"While we build sky-scrapers from necessity, the Mayas built them from choice. The concentration of business in a small area makes lofty buildings indispensable in New York City, yet the fact that the vast State of Texas also boasts of its sky-scrapers tends to prove that temperamentally we prefer them. Unsophisticated people always construct high buildings.

"The ancient Egyptians, on the other hand, were highly sophisticated—their buildings were flat, with the exception of the pyramids, and these were erected to insure the undisturbed burial of their kings. The only chamber in the Egyptian pyramids was found at the base, while the top was of solid stone. The Mayas also built pyramids, but the bases were of solid stone, and the chamber that was generally used for a chapel was constructed at the peak of the pyramid. These chapels were reached by magnificent stone stairways.

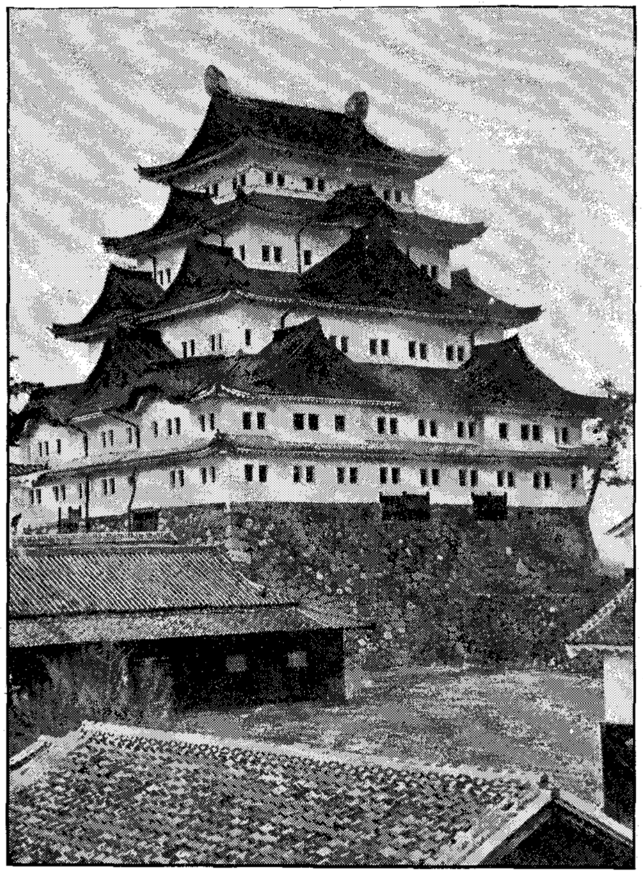
"In New York City the sky-scrapers have soared higher and higher, shutting out air and light and forming a massive phalanx of both sides of the street until they have created a veritable canyon of lower Broadway. It was inevitable that zoning laws would be passed limiting the height of buildings erected in a vertical plane. But the aspiring temperament of the American people was not to be suppress by zoning laws. They were determined to build sky-scrapers in spite of all regulations, and in their search for a type of architecture that would conform with the regulations and at the same time furnish the desired height, they focused their attention on the tall buildings of the ancient Mayas."

The Mayan plan of architecture, with its incised form of decoration, has appeared not only in New York. Formerly, when architects have employed the "straight cracker-box form of architecture in their efforts to utilize every available inch of space," their work has come to be regarded "expedient rather than beautiful":

"Since limitations have been put on the height of sky-scrapers, architects have resorted to an adaption of the recessional architecture designed by the Maya and Pueblo Indians. Not only have they imitated the general outline of these old buildings, but they also have copied the flat form of incised decoration which was used to garnish the old temples and dwellings.

"To-day, business men occupying offices on the thirty-fifth floor of a sky-scraper reach that great elevation by means of an electric elevator. Nine hundred years ago the Mayas ascended to their lofty temples by means of a great stone stairway. There, high above the voices of the multitude and far from the prying eyes of chance loiterers, the priests performed their sacred rites. The Mayas had no doors—the openings to their buildings were hung with curtains—so it was necessary to make their religious chapels as inaccessible as possible if they wished to secure secrecy and privacy. . . .

"One entirely new feature in Maya architecture is seen in a tall temple which was discovered at Muyil. A cupola or small tower rises from the roof of the temple. The temple itself is set upon a pyramid mound of five terraces, ascended by a wide stairway, and the cupola emphasizes the effect of height and grandeur. Here, too, is found the use of pillars in tandem formation, which express the originality and experimental tendency of these early American architects."


Ewing Galloway photograph

STAIR-STEP ROOF OF A TEMPLE IN JAPAN

Which has analogies with our new sky-scraper roofs.

Another new feature of our tall buildings is secured by the application of color. Instead of the dull gray of the past, new façades will glow with rainbow tints, conforming, as Karl Schriftgiesser insists in the Boston *Transcript*, to the spirit of the "jazz age." "The buildings of the future will be 'jazz buildings' jutting in huge masses of color into the smoky heavens, emitting a glorious radiance, filling the city in the daytime with much of the brilliance which now transcends it at night." As he writes:

"Colored buildings will tower in their polychromatic way, startling the man in the street with their blues and their reds and their golds. From vantage-points figures of mythological men and women, imaginative creations of the artists, will hang precariously, looking down in contempt upon the drab and weary humans crowding the avenues below. This seems a certainty, for color is the predominant feature of the exposition I have just visited. Not yet the brightest reds, the Erinest greens, the royalest purples, nor the gaudiest oranges flash from the models shown. The colors are somewhat pale, as if hesitating about their fitness. A minor harmony predicting the major symphony of color yet to come!

"Color in architecture, of course, is not a new thing. Previous to the Renaissance nearly all exterior designs were polychromatic. Yet there remains to-day little trace of this, because most pigments are perishable. Archeological investigation, however, has unearthed much information that is of value. Much that has been found had to be discarded by the architects who were endeavoring to make modern usage of old methods. But the method used by the Greeks from the middle of the sixth century to about the middle of the fourth (B. C.) was found to be the same as that used in various places from Sicily to Asia Minor. Intercommunication in those days was mainly impractical, as historians have proved, so this condition could only be attributed to a 'fundamental point of view' (in the words of Leon Solon, noted polychromatist), 'which was so logical and so irrefutable in nature that it was impossible to diverge.'

"It does not seem that the architects are crying for buildings of one solid color—excepting grays and blacks. Using the medium of two colors it would appear that a 'composite maturity of a color scheme' might easily be reached which would be soothing as well as exhilarating, and more effective than solid masses. What these modern architects seem to be driving at is a city of the future which, when observed from the distance, will first be noticed as a series of masses which in most places—Boston excepted—are being slowly defined and determined by careful zoning laws. Under closer inspection the individual will note color, and its segregation will denoted the individual structures. The introduction of horizontal color bands, such as the Park Avenue Building will possess, it seems to me, will go far toward modifying the apparent height of buildings. Instead of jazzing up the city, it is quite possible that color will tone it down."

WHAT THE GERMAN WAR FILM TEACHES

BERLIN HAS SEEN the first third of its war film which leaves the great drama at the end of 1914. America *does not figure except in a minimum of the evening's* entertainment. "After a picture of a German U-boat is shown with the caption, 'Germany tried vainly to win the war with a hunger blockade,' there follows another picture showing American troops, with the Stars and Stripes in the van, marching down Fifth Avenue." This is preceded by the caption: "For America's might decided the struggle." The "hunger blockade" here referred to, of course, preceded the same retaliatory measure taken by the Allies, and we have Mr. Churchill's word for it that it nearly succeeded in starving Britain. But the "continuity" implies something ideal in relation to America. However, the Berlin dispatch in the New York *Herald Tribune* adds that "the German spectators viewed the American colors in gloomy silence." We gave a preliminary account of this film from English sources in our issue of April 9. The present report shows something of the way the film was received:

"The battle pictures are not more revealing or impressive than those that can be seen in any American super-film, such as 'The Big Parade.' The real *success of the film consisted in pictures showing the scenes of* enthusiasm in Berlin in the mobilization days. The spectators caught a glimpse of how history may be taught in the future when dead historical figures like the ill-fated Czar Nicholas II of Russia and the late former Imperial Chancellor von Bethmann-Hollweg of Germany are seen in action again on the screen.

"Kaiser Wilhelm got some perfunctory applause as he was caught by the camera addressing crowds from the Reichstag balcony on the outbreak of the war, but it was a mere whisper compared with the tremendous outburst when the picture of Field Marshal (now President) von Hindenburg at the battle of Tannenberg was displayed. A picture of the Rhine at Cologne with German troop trains crossing the Kaiser Wilhelm Bridge there en route to the front also made a hit with the crowd, especially as the orchestra struck into 'The Watch on the Rhine.'

"The German victories in the first days of the war on the Western Front and at the battle of Tannenberg in the east are strest, but the battle of the Marne is slurred over. When a picture of French troops was flashed, with the caption 'French Surprized at Their Own Victory, March Forward,' a French journalist sniffed indignantly, 'that's the Locarno spirit for you.'

"While the film certainly emphasizes German successes and strikes a patriotic note in showing the magnitude of the German effort in almost every part of the globe, it leaves no illusions about the glory of war by showing the horrors of the modern battle-field and the helplessness of the human unit against the weapons of modern warfare."

A distinguished audience was present:

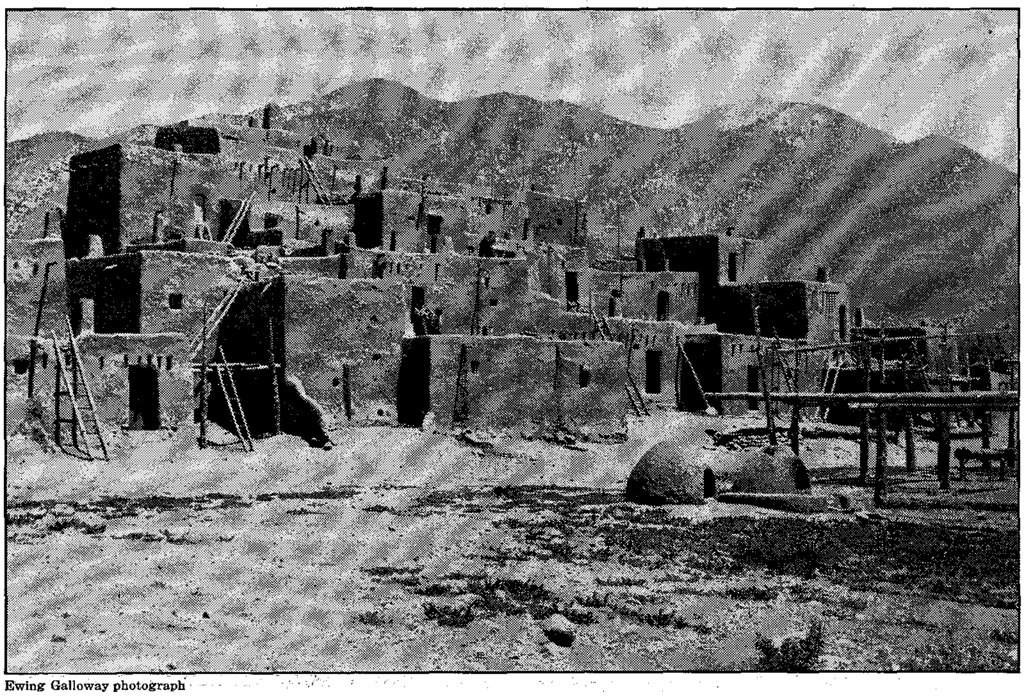
"Foreign Minister Stresemann, Minister of the Interior Hergt, Food Minister Haslinde, Prussian Minister of the Interior Grzesinsky, Herr Boess, the Mayor of Berlin; Dr. Trifpel, the rector of the University of Berlin; members of the diplomatic corps, foreign consuls, Reichstag and Diet Deputies, and representatives of the industrial, literary and social life of the German capital saw war pictures which actually were taken during the conflict by the German Government."

The Film Mercury (Hollywood) tells us that "the 'plot' of the picture makes three important assertions":

"1. That France planned to attack through Alsace-Lorraine, and not through Belgium, as Germany always contended.

"2. That the German command broke off the Marne battle while the Germans were winning, and the Allies themselves were surprized at their victory.

"3. America's entrance really won the war."



Ewing Galloway photograph

ABORIGINAL AMERICA USES THE SET-BACK

The oldest architecture standing in North America are these pueblos in New Mexico where about two hundred families can be housed.

SPEECH AND THE RADIO—"The radio may be the means of standardizing the American language," observes the St. Louis *Post-Dispatch*, whether ironically or not, we can not say. The President's exalted position gives him a prestige that almost amounts to accepting him as a model. Nevertheless—

"The Mid-Westerner, seated before his loud-speaker, can not fail to observe the difference between his neighbors' forms of expression and those employed by President Coolidge.

"Those who had followed the Executive through other radio speeches noted an improvement, from the Mississippi Valley view-point, in the New York address Monday night. Each syllable was clearly produced, barring, perhaps, the second one in 'Constitution.' So strongly does he bring out the last syllable of 'adjustment' that he seems to accent it. Lawyers frequently do that. He accents the first syllable of 'protected.'

"In 'concentrated' he accents the second syllable, which formerly was the accepted usage, but which the dictionary makers no longer approve. In the word 'tribunal,' the 'i' is the longest available.

"Some of his pronunciations seem strange to us, as doubtless ours would seem to a Bostonian. He persists in using 'macket' for 'market,' narrowing the 'a' where we broaden it, but he evens this up by turning our short 'a' in 'advantage' into 'advawntage.' Also, he shortens our broad 'large' to 'lage.' He uses 'air' for 'are,' after the manner approved in the Ozarks thirty years ago, calls system 'systim,' and says 'stairted' where we would say 'started.' In his 'Panama,' the final 'a' is flat.

"He calls 'January' 'Jenuary,' but has almost abandoned the gratuitous 'r' which he formerly affixt to 'China.' There remains only a suggestion of it. 'Arbitration' becomes 'abbitration,' leading off with a flat 'a,' but 'past' becomes 'pahst.'

"In spite of these things, we can understand him, which is the main point."

THE BROADCASTING "MORON"

"A MORON BROADCASTING for morons" is the unflattering description given of the "announcer" of some, if not many, of our broadcasting stations. *The Vigilant* (New York), which describes itself as "a journal of opinion," is frank in its indictment of this functionary, and lays the blame at his door for the revulsion of sentiment against what seemed, so short a time ago, a "magic toy." H. G. Wells has reported on the same state of mind in England, while here, the writer in *The Vigilant* declares that "radio as an entertainment is losing caste." Notwithstanding occasional programs of real distinction—and it is reported that the National Broadcasting Company will spend this year $2,700,000 for talent—"many listeners financially able to purchase the finest equipments are stigmatizing radio broadcasts as 'vulgar beyond description,' 'offensive,' 'tedious,' 'intrusive,' and 'mediocre.'" It is the announcers who come in for criticism because they intrude "into all programs their own uninteresting personalities, their banalities, and their gratuitous misinformation." "The 'announcer' is a misnomer. More and more he assumes to be a composite of patronizing tutor, amateur entertainer, after-dinner wit, and the 'life of the party.'" "There are a scant few among the announcers who obviously have sufficient acquaintance with cultural subjects to make them admissible in some of the gatherings, which, unseen, they address." Yet—

"In radio, all announcements are elaborated, reiterated, explained, and qualified; broadcasting for morons, frequently by morons. Facetious comments, redolent of the smoking-room, sometimes punctuate otherwise innocuous programs. Intimate personalities of the jazz-band personnel, their infants, their families, even their hangovers, are interluded in the programs, as tho of any interest. Every moment is filled with chatter.

"It is obvious that announcers are striving not to announce, but to popularize themselves after the fashion of some well-known columnists. Forgetting that the columnist even in his egotism has a grace of utterance; at least a modicum of wit; always a timeliness; and that he is an adept in the business of writing entertainingly. Also—and this is not entirely unimportant—the columnist is an educated man! When the journalistic vices of the columnists are imitated by announcers possessing none of their virtues, the result is execrable.

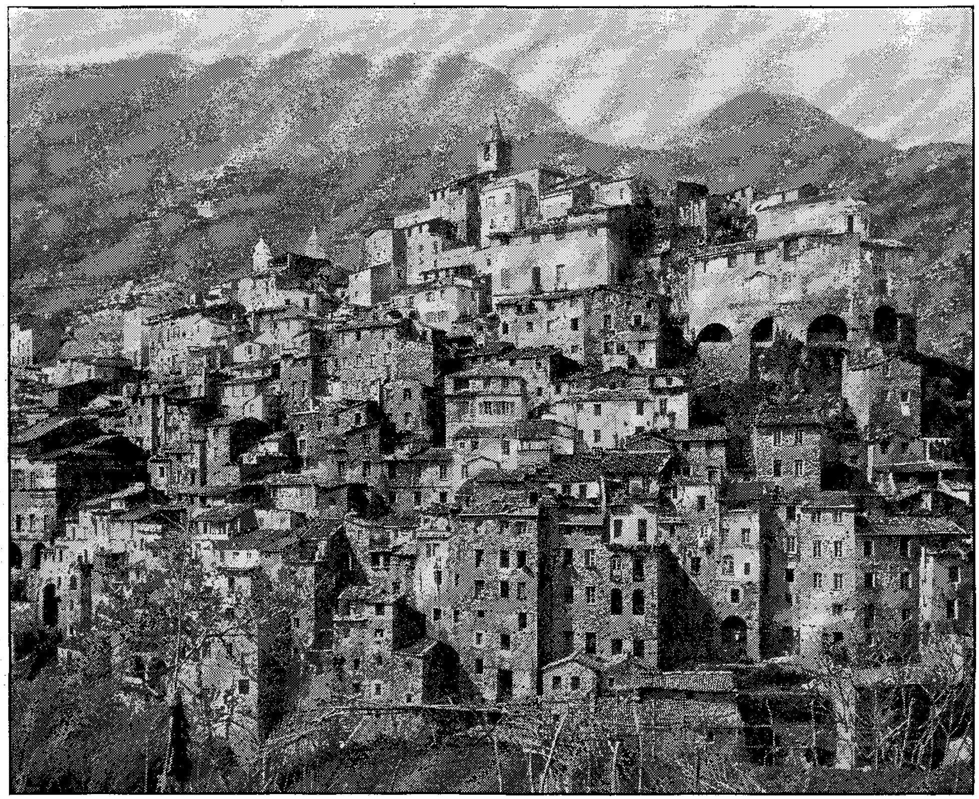
"The redundancy—plus—of radio announcers is as great a detriment to broadcasting, as is their spurious wit. The circumlocution of announcements is reminiscent of the old childish doggerel 'The flea on the hair of the tail of the dog of the child of the wife of the wild man of Borneo!' Thirty words are used where six would suffice. Superlatives never come singly but in pairs. Numbers are named both before and after delivery; names are reiterated; artists are flattered *ad nauseum* irrespective of professional standing; every song is very, very famous and all unknowns are celebrated or very, very wonderful artists condescending to perform for a palpitating, breathless audience.

"Audiences are instructed to signify, not their approval but their appreciation, their great appreciation, their very great appreciation of hearing Madam Gazink of Podunk, or a would-be prima donna or some has-been tenor. 'It is my honor and privilege to introduce' is frequently followed within a few moments with 'it is again my very great honor and privilege to introduce,' to be followed at the conclusion of an off key solo by 'you have just enjoyed the great privilege of hearing.' And the unworthy thought persists that the radio announcer is a little claque all by himself!

"Broadcasting companies expending vast sums for entertainment should realize that the personal opinions of announcers concerning current events, the musical classics, prominent persons, or nonentities, are both offensive and intrusive. To listen to music is one thing, to have every five minutes of a musical program freighted with three minutes of mispronunciation, moronic wit, cheap flattery, or misinformation is something else.

"The uncomplimentary assumption that radio listeners are ignorant and uninformed is wearisome. Discovering for the first time some standard composer, announcers proceed to 'instruct' audiences, either by reading Grove's Dictionary without due credit, or with many inaccuracies of their own fertile imagination.

"We are told, for example, that Smetana's 'Bartered Bride' is a 'new opera' given its 'first production last season'; the history of Elgar's 'Pomp and Circumstances' is related a dozen times a month, with some change of facts and dates; sometimes Sir Edward's march is announced as composed for the coronation of Queen Victoria, at other times King Edward or King George share credit for the assignment."


Ewing Galloway photograph

AN ITALIAN HILL TOWN GIVING THE EFFECT OF SET-BACK

Which is typical of many of the medieval towns of Italy built upon hillsides.

Mispronunciation of the most commonplace English words, uncouth enunciation and a halting or nasal delivery, are things charged against the announcer, if his back is able to bear any more stripes:

"Announcements are made inattentively, with pauses to alter the original words. Songs are AD*O*PTED, not AD*A*PTED; *un*prejudiced becomes *in*prejudiced; the superlative 'excellent' is qualified by very, very; we are told of the 'charming *nayvette*' of some naive diplomat. We learn that Micareme is known to these widely read announcers as 'mi*car*may.' We are 'treated' to a jazzed 'paraphrase' of the prison scene from 'Faust,' to be 'followed by a rather different type of number called Bamboola!' An occasion becomes an '*O* cash on'; an orchestra is an 'or-KES-tra,' pos-i-TIVE-ly; and so on ad infinitum.

"Added to these is the atrocity of garbled foreign titles. French, Spanish, Italian, and German are attempted brazenly by these persons, and the result is an insult to adult intelligence. 'Free translations' are made regardless of accuracy.

"News items read from a legitimate news service are elaborated with the announcer's personal opinion. During the early weeks of the coal strike last year, the New York *American* news service was read over the radio by an accredited broadcasting station announcer. The Union League Club meeting between operators and miners was announced with the statement, 'This of course ends the coal strike because, etc., etc., etc.' An astonished audience heard the merits and demerits of the controversy summed up by an announcer supposedly reading *The American's* 'copy.' Both the problem and its solution were expounded in a tone of finality. Just like that! As an afterthought the announcer made the casual mention, 'That of course is my own opinion; it is not contained in *The American's* report, but there is no doubt that the strike is over and that the settlement will be as I have explained to you.' Thereupon this modest statesman and executive genius, temporarily incognito as an announcer, continued his reading of the news service.

"Tell the pseudo-scientists and linguists, the counterfeit encyclopedias and men of letters who are announcing your programs, that the 'unseen' audience is competent to do its own thinking. It is not as ignorant as the announcer credits it with being. Nor does it, despite his amusing affectations, estimate the announcer at more than his correct cultural rating.

"Radio is the greatest boon ever vouchsafed to the sick, to dwellers in remote places, to the lonely, the aged, and the imprisoned. Its repertorial agency, coupled with its possible entertainment value, should make the radio an important if not a necessary adjunct in every home. Some notably fine programs come over the ether; each week more artists of high caliber are added to radio's roster. In many respects programs have been bettered. With increasing frequence events of national importance are broadcast."

THE COVER—This pleasant glimpse of the corner of an old-fashioned room speaks of the wide-spread taste for antiques. It shows how the furniture of our forebears is cherished, but utilized with a new grace and decorative effect that relieves it of the stiffness and austerity of its former use. Mary Gray, the painter, is a New Yorker, whose home is in Washington Square. She has been a pupil of the late William Chase and also of Miss Cecilia Beaux. They key-note of her painting is a rich-toned truthful coloring, and in landscape we find the atmospheric effects of refreshment. Tho some of her interiors may be rather full of objects, yet the arrangement is always well managed in a spirit of restfulness and good taste that reminds us sometimes of the older American painter Thomas Dewing. Miss Gray was awarded an honorable mention in the spring exhibition of the Corcoran Art Gallery in Washington in 1922. She was also one of the exhibitors at the City Art Museum of St. Louis in 1924, and received the Alice Worthington Ball prize in the exhibition of the North Shore Arts Association at Gloucester, Massachusetts, in 1925, for another interior.

RELIGION AND SOCIAL SERVICE

FREE SPEECH IN FREE SCHOOLS

SUPERPATRIOTS ARE MORE DANGEROUS than Bolshevists, in the opinion of a renowned professor and internationally known philosopher, who considers the case in which two Pennsylvania professors have been ousted from their jobs and a college club suppresst because, it is alleged, student debaters criticized the Government's policy in Nicaragua. The matter could have been laughed off easily enough in the beginning, when the local legionnaires brought in their charge of treason against the students' club, says the Albany *Knickerbocker Press*, but when the two teachers were fired, "it passed well beyond a laughing matter." With which view-point a number of other papers agree, tho there are still others who subscribe to the theory that "the hand that writes the pay-check rules the school," and that the shibboleth of free speech is being considerably overworked.

The spotlight centers on the West Chester Normal School, West Chester, Pennsylvania, two members of whose faculty, says the neighboring Philadelphia *Record*, "have been technically, if not actually, discharged. No reason has been officially assigned for their dismissal, but the school authorities have permitted the impression to get abroad that the offending teachers owe the loss of their positions to their encouragement of a students' organization in critically examining the foreign policies of their Government." The professors involved are Dr. Robert T. Kerlin, faculty adviser of the Liberal Club, a student organization, and Prof. John A. Kinneman, faculty adviser to *The Green Stone*, the student publication. The Bernard F. Schlegel American Legion Post, of the same town, became interested, and found, it reports, considerable traces of radical influence in the Liberal Club. The post asserts, we read in a dispatch to the New York *Times*, that there is probably some connection between the American Civil Liberties Union and the Liberal Club, submits that "it is entirely out of place for discussions tending to create disrespect for the United States Government to be held in an educational institution supported by taxes," cites the names of several speakers of allegedly radical views who have spoken before the normal school students or in local churches, and particularly condemns the activities of "these mercenaries among the youth of our land and the use of student clubs and other bodies within our tax-supported educational institutions to accomplish the destruction of the moral standards of students, the instilling of disrespect for parents and home influences, and the leveling of the morals of the young people of our country with those of Russia under Soviet domination." That turned the spotlight full on the Pennsylvania school and town, and the circle of debate widened into national size. The Willard Straight American Legion Post of New York and well-known men have come to the rescue of the college club and the ousted professors, citizens in mass meeting have been urged to protest to the Governor of Pennsylvania, and the Bill of Rights has been invoked, while, on the other hand, the school authorities and the local legionnaires find ready supporters.

Chief among the defenders of the Liberal Club of the West Chester State Normal School is Dr. John Dewey, professor of Philosophy at Columbia University, who declared at a mass meeting in Philadelphia called by the American Civil Liberties Union that the charge of "Red" and "Bolshevik" brought by the West Chester Legion members against the students and Professors Kerlin and Kinneman could be more fitly applied to the Legion members themselves. The teaching of reading and writing is not the sole purpose of the free public-school system, said Dr. Dewey. It is also their duty to perpetuate the democratic form of government. He continued:

> "What are we coming to in this democratic Republic if the officials of our country are to be held beyond all criticism? Who are the better citizens—those who criticize what they can not agree with, or those who only nod 'yesses'?
>
> "The rulers in Washington are the servants of the American people, and we should always remember that we are the real Government of the United States. Officials are not only as open to criticism as every one else, but every single act of theirs should be most closely scrutinized by American citizens.
>
> "If the State Department had brought us to some kind of a war with Mexico a short time ago—let us say, a punitive expedition—who would have borne the brunt of it? Mr. Kellogg and the officers of the State Department or these young men who have discust his policies?
>
> "Among the charges leveled at these students I find the one that as pupils of a tax-supported institution they should not be allowed to criticize the Government, and yet 150 years ago we went to war with the slogan of taxation without representation is tyranny.
>
> "The implication seems to be that only pupils in a private institution can criticize what is not to their taste in government. Have we come to the point where it can be said that private institutions have a monopoly upon free expression in our country?
>
> "Every one is aware of the fact that the country is faced with extremely important economic, political, and international questions at the present moment. What is the hope for the future of our country if all discussion of these questions is to be barred in our schools? What is the hope for the future when even those who are to become teachers must confront their public with empty minds or else in fear of giving vent to their opinions through fear of reprisal?"

Recognizing that the Schlegel Post has the right to criticize or rebuke the activities of any group, the Willard Straight Post says, however, that the Schlegel Post "went far beyond mere criticism and expression of their own opinion. They have not only exposed their own ignorance by conjuring up the dead bogies of a Red Russia rampant in this country, but they have deliberately tried to suppress the exercise of the privileges of free men under a free government." "There appear to be too many posts suffering from the Fascist delusion that it is their function to regulate political opinion in this country," comments the New York *Evening World*. "These reflect no credit on the organization. On the contrary," *The Evening World* reminds us, "we fought a revolution for our liberties," and "forced a Bill of Rights into the Constitution to maintain these liberties even against the Government itself." "The curse of dogmatism is met with as often nowadays in politics and education as it is in theology. It threatens to padlock the American mind and to enslave the American spirit," asserts the Birmingham *News*, and this Southern paper recalls:

> "Americans whom the country is deeply proud of have always welcomed, and often even invited, this free criticism of their official policy. It was 'a decent respect for the opinions of mankind' that incited the American Declaration's signers 'to declare the causes that impelled them to the separation.' This very 'declaration' invited judgment against as well as for the justification of their act. When issuing his Emancipation Proclamation, Lincoln invited upon it 'the considerate judgment of mankind.'
>
> "It is in this atmosphere of free discussion, of unfettered criticism, that American institutions have flowered and fructified. In any other air, these institutions—whether educational or political—are unlikely to survive."

Photographs from the Producers' Distributing Corporation

THE LAST SUPPER

As portrayed in Cecil B. De Mille's screen triumph, "The King of Kings," a version of the life of Christ, for which one reviewer says Mr. De Mille will be rewarded in heaven. The reader will notice that the grouping closely follows Da Vinci's arrangement.

If the men and women who are being trained to teach in American schools are not to be allowed to debate so obviously controversial an issue as the policy of this country toward Nicaragua, says the Hartford *Times*, "it is difficult to imagine anything more serious than Spencerian penmanship which they may discuss."

But champions of the "supposed right of the students and teachers in this institution to think and say what they please have overlooked the fact that the institution in question is a normal school . . . maintained at public expense for the purpose of supplying qualified recruits to the number of the public-school teachers," says the Brooklyn *Eagle*. No one, declares this paper, would maintain that the United States Naval and Military academies are under obligation to train any young man whose views are antagonistic to the Government, and "a normal school resembles the national academies. Like them it spends public money to create public servants." And "why should public money be employed to produce teachers disposed to break the established order rather than to sustain it?" The real argument for liberty in normal schools, thinks *The Eagle*, is not one of right but of public policy:

> "Discussion, a reasonable latitude in expression, are necessary to the growth of a sturdy loyalty in those who are to render loyalty intelligible to the school children of to-morrow.
>
> "The students at West Chester do not seem to be getting the opportunity for this sort of invigorating mental exercise. They should have it, and all normal-school students should have it; not because they possess a right to take the school's gifts without giving loyalty in return but because it will render them, or most of them, in the end more loyal—intelligently loyal. An argument based on their alleged rights tends merely to obscure the real issue."

"Abuse of freedom of speech is no more to be tolerated than attempts to abridge the right of individual opinion and expression of it within reasonable bounds," asserts the Pittsburgh *Post*. On the duties and responsibilities of school authorities, *The Post* remarks:

> "With their right to hire instructors goes also the right to discharge those they deem unsatisfactory. With the fundamental demand upon them to guide aright the youth entrusted to them, they naturally must be on the alert against any tendencies they regard as inimical to the best interests of the students and the institution."

CHRIST ON THE SCREEN

CECIL B. DE MILLE'S REWARD for "The King of Kings" will be in heaven, says John S. Cohen, Jr., in the New York *Evening Sun*, and that verdict is good enough for Quinn Martin, reviewer for the New York *World*, and for some others, too, who look upon this pictorial version of the life of Christ as Mr. De Mille's greatest triumph. The film will probably be seen around the globe, even, perhaps, in the very land where the divine tragedy was enacted two thousand years ago, for Mr. De Mille and Jeanie McPherson have transcribed from the original scripts of Matthew, Mark, Luke, and John, a story that must, as the scenarists wish, help carry the Gospel to all the world. The great sorcerer of the screen unreins his genius for spectacle, pageantry, drama, color, and beauty, and if the story suffers at all in the transcription it is only, in the mind of one or two reviewers, because something is lacking in the portrayal of Christ. The difficulty may be inherent in the task. The picture demonstrates, says the reviewer for the New York *Daily News*, "in such a manner as has never been equaled—the magic of the motion-picture; the genius of the camera, the dexterity of the scenic artists, the skill of the make-up department, the versatility of the wardrobe designers, the power of sympathetic understanding, handling of a huge cast of players—players who are not merely playing in this case but feeling and believing their rôles." The making of the film took a year, one-third of the time it took to make *Ben Hur*.

The story moves from the scene where Mary the wanton, who came to curse, remained to kiss the hem of His garment, through the major episodes that led to the Last Supper and the betrayal in the Garden of Gethsemane, to the throne of Pontius Pilate, who so unwillingly gave up the "just man" to the mob baying for His blood, and thence up the long way to Golgotha, where He died between the two thieves. The picture finishes with the Resurrection and the Ascension. The whole is calculated to stir emotion in any breast, and to reach an impulse that, perhaps, has slumbered in many who will flock to see this gospel of the screen. The actors are of the first magnitude, the scenes are said to be true to architectural and topographical detail, and the whole is threaded with the reverence due the story. There are occasional lapses from fidelity to time and place, but they are held to be justified under poetic license, and Quinn Martin, reviewer for the New York *World*, thinks "it

THE WOMAN TAKEN IN ADULTERY

"Tho it is Warner's acting that lights up 'The King of Kings' with its finest glow," says Richard Watts, Jr., in the New York *Herald Tribune*, "every performance in the picture is admirable."

would not be very sensible and none too profitable, under the circumstances, to look upon the picture's story, with its occasional detour chronologically from the record, with a hypercritical eye." Great drama, thinks Mr. Martin, has been woven out of a great story, and he says: "Unless the world is a place much less smart and alert than I still think it is, 'The King of Kings' will live on in opulence and flowery success to a ripe old age. Certainly it is a memorable achievement, one of the most exquisite things which the cinema has wrought."

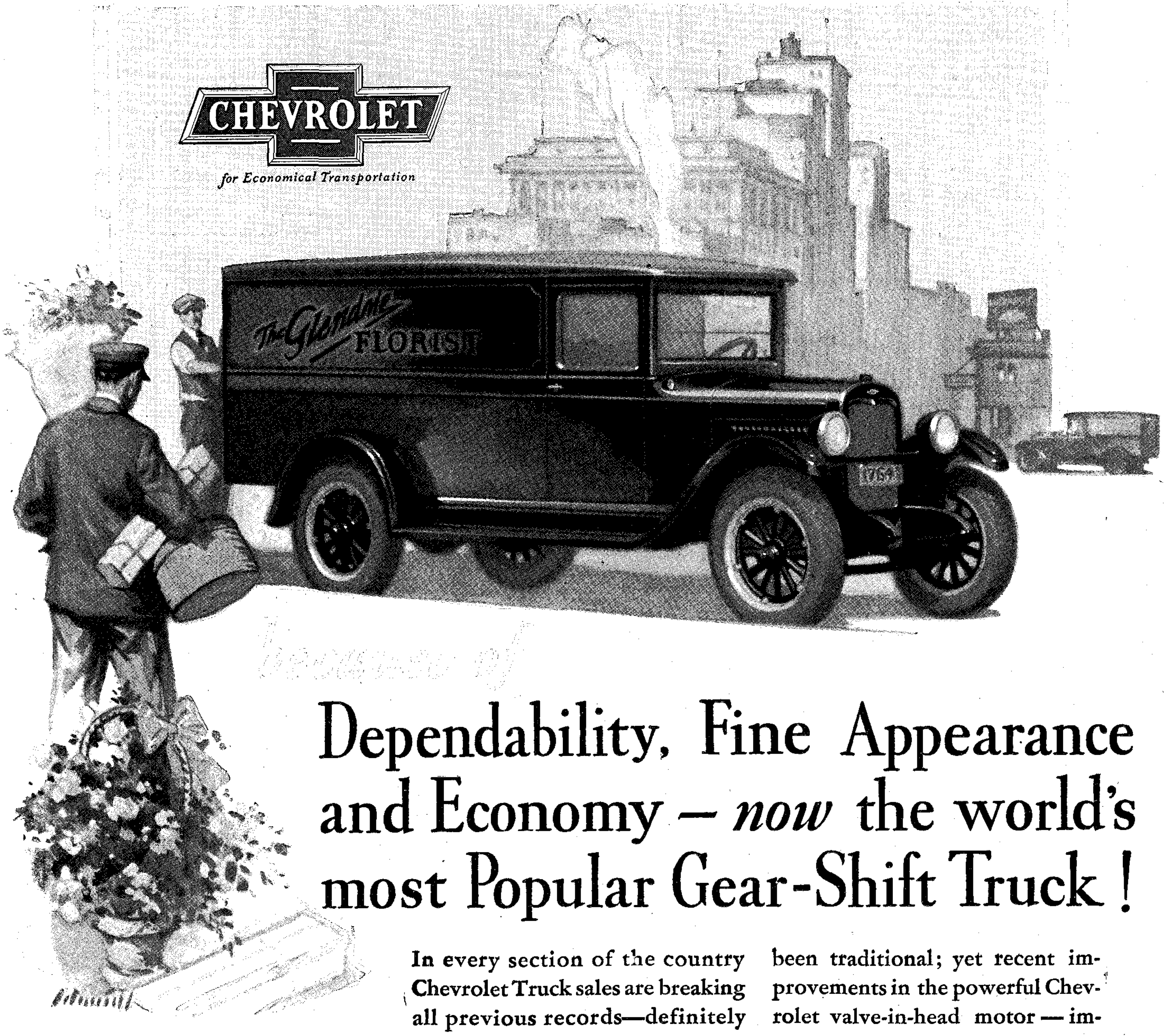
The portrayal of Christ is, of course, a task of inherent difficulty, and there is some difference of opinion as to H. B. Warner's success in that eminent rôle. Mordaunt Hall, reviewing the film for the New York *Times*, experiences "a touch of resentment, for despite the earnestness on Mr. Warner's countenance, he does not appeal to one as the general conception of Christ, gained from Bellini, da Vinci, and other old masters of painting." Mr. Hall is, however, genuinely imprest with Mr. De Mille's gigantic panorama, and, after a little of the minor criticism with which reviewers and critics are wont to dull the edge of rhapsody, he says, "it is, indeed, astonishing that this film could have been pictured with such reverence and such a fine degree of accuracy, allowing, of course, for imagination in some episodes." Mr. Martin, of *The World*, again, thinks Mr. Warner "very near to perfection in his portrayal," while Richard Watts, Jr., reviewing the film for the New York *Herald Tribune* says of Mr. Warner's "important achievement": "Avoiding with amazing skill the cognate perils of making the rôle too self-consciously saccharine, or, on the other hand, too much the breezily informal Hollywood leading man, he presents his Saviour an always believable and tremendously moving combination of tenderness, quiet humor, spiritual nobility, and just the right touch of earthliness. In the most difficult of parts, he contributes one of the ablest of cinema performances." Touching upon the spectacle as a whole, Mr. Watts writes:

> "Throughout 'The King of Kings' there are episodes of enormous effectiveness. The first appearance of *Christ*, for example, is shrewdly handled. You see *Him*, not directly, but through the eyes of a blind child who is being cured—first, blackness, then a gradually growing field of light and slowly, inexorably, the emergence of the enhaloed head.
>
> "There is skilful direction, too, in the bringing back to life of *Lazarus*, and in the Last Supper, closing, as it does, to admirable pictorial effect with a fadeout that leaves in the center of the screen nothing but that ever-glowing grail from which *Christ* gave his disciples to drink. For continued dramatic power, however, it is the long episodes of the trial of Christ, the journey to the Cross and the rending of the earth following His death that are most effective.
>
> "Tho it is Warner's acting that lights up 'The King of Kings' with its finest glow, every performance in the picture is admirable. For the first part of the film Joseph Schildkraut's *Judas* did seem pretty much the routine screen villain, with his lust for power and his endless misunderstandings of his Lord, but later on, particularly when he watches *Christ* being beaten by the Roman soldiers, he is splendid. Fine work, too, is contributed by Ernest Torrence, as *Peter;* Robert Edeson, as *Matthew;* a boy programmed as M. Moore, who is especially good as the young *Mark;* Victor Varconi as *Pilate*, and that marvelous actor, Rudolph Schildkraut, as the *High Priest.* Jacqueline Logan, as *Mary Magdalene*, cast in probably the least sincere rôle, is an always gracious and lovely figure. And Dorothy Cumming is a dignified *Virgin.*"

MOVING MARS FROM THE CAMPUS

THE HUE AND CRY against military training in the schools is beginning to have effect, as *The Herald of Gospel Liberty* (Christian) sees it, particularly in the modification of some of the requirements in the military manual. Especially severe have been the criticisms of the religious press against bayonet combat, and various passages in the manuals of military training which were regarded as exceptionally barbarous and repugnant in spirit. According to the Committee on Militarism in Education, an association headed by Prof. George A. Coe of Columbia University, we read in *The Herald of Gospel Liberty*, the following "progress" was made in 1926:

> "1. Discontinuance of bayonet combat in R. O. T. C. and C. M. T. C. by order of the War Department.
>
> "2. Revision of at least two standard manuals of military training, deleting many passages of barbarous character.
>
> "3. Removal of all military training from the Cleveland High Schools, R. O. T. C. from Hampton Institute, of compulsory drill from Boston University and the College of the City of New York.
>
> "4. Introduction of bills in both Houses of Congress for the elimination of compulsory military training from non-military civil institutions, and Committee Hearings in the House.
>
> "5. Disapproval of compulsory drill exprest by President Coolidge, Federal Council of Churches, American Federation of Labor, the Presbyterian, Northern Baptist, and Disciples' National Conventions, the National Council of Jewish Women, Women's International League for Peace and Freedom, and about fifty other church and educational groups in various States.
>
> "6. The formation of State citizens' committees opposed to militarism in Nebraska and Massachusetts and inauguration of a campaign in Great Britain by the British National Council for the Prevention of War to get the War Office out of the schools.
>
> "On the other hand, the year saw:
>
> "1. The introduction of naval R. O. T. C. units in Harvard, Yale, Georgia University of Technology, University of California, University of Washington and Northwestern University.
>
> "2. The initiation of the Munitions Battalion.
>
> "3. Interference with free speech for peace in a number of colleges."



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CURRENT ◆ POETRY

Unsolicited contributions to this department can not be returned.

SUPREME among poets of Latin America, Rubén Darío was born at Léon in Nicaragua, now in the fighting zone. The *Repertorio Americano* (San José Latin-American weekly) prints this translation from the original in Darío's "Cantos de Vida y Esperanza."

TO ROOSEVELT

By Rubén Darío

'T is with the voice of the Scriptures, or the verse of Walt Whitman,
O mighty hunter, that we must approach thee!
Cave man and modern, simple but subtle,
With something of Washington, and more yet of Nimrod!
Thou wilt be the United States,
Thou wilt be the future invader
Of the ingenuous America where the native blood lingers,
Where men still pray to Jesus, and still speak in Spanish.

Thou wilt be the proud and powerful exemplar of thy race:
Thou wilt be cultured, and clever, and a denier of Tolstoi;
And taming wild horses, or slaughtering tigers,
Thou wilt be Alexander and Nebuchadnezzar in one.
(Thou wilt be a professor of Energy,
As the fools of to-day say.)

Thou believest that life is a conflagration;
That progress is a volcanic eruption;
And that where you put the bullet
You put the future.
No!

The United States is great and powerful.
When it shudders, a violent earthquake
Shakes the mighty vertebræ of the Andes.
When you shout, it is like the roar of a lion.
Hugo once said to Grant, "The stars are yours."
(Argentina's rising sun was hardly refulgent on the horizon,
And Chile's star had barely risen.) Thou art rich;
Thou joinest to the worship of Hercules the worship of Mammon;
And Liberty lifts her torch on high at New York
To light a pathway of easy conquest.

But our America, who has had her poets
Since the ancient days of Netzahualcoyotl;
Who has preserved the footprints of the great Bacchus;
Who read the stars; who knew Atlantis,
As told by Plato in olden legend;
Who from her remotest beginning
Has lived in light, fire, perfume, love;
The America of the great Montezuma, of the Inca,
The fragrant America of Cristóbal Colón,
Catholic America, Spanish America,
The America who taught the noble Guatemoc to say,
"Now do I lie on a bed of roses";
That America who trembles with tornadoes and lives on passion,
I tell you, men of Saxon eye and savage soul, does live—
And dreams, and loves, and throbs, and is the daughter of the Sun!

Beware! Spanish America lives!
The Spanish lion has whelped a thousand agile cubs.
Thou must be, Roosevelt, by ye great gods,
A dead shot and a mighty huntsman
To seize her in your steel claws.

And though thou hast all else, thou still lackest one thing—God!

Miss Letts, who will be remembered for her "Spires of Oxford," has always the authentic human touch. This in the London *Spectator:*

CRAZY JANE

By W. M. Letts

Poor crazy Jane
Wanders the roads in wind and rain.
About the countryside she streels,
With tattered skirts about her heels.
With odd, torn gloves on either hand
She dreams that she is someone grand.
For tall she is and haughty-necked,
Her crooked bonnet queerly decked
With faded roses and a veil
That wisps about her in a gale.

Poor crazy Jane,
To look to her for sense is vain.
Wrapped in a shabby velvet coat
Stravaging round like some old goat.
Her man was gardener, she said,
Upon the boat to Holyhead.
She laughed: "I'm telling you," said she,
"There's no one knows—I'm quality.
They'd fall out of their standing, dear,
If they could guess the queen is here!"

Poor crazy Jane.
Would she be happy were she sane,
Robbed of her dreams of rank and state,
When she beneath her rags is great?
The posy that she loves to hold,
May be to her an orb of gold.
Her battered bonnet, ragged gown,
An ermined robe and royal crown.
I wonder is she better so
Than in the dull plain world I know.

We have to look far for cheerfulness or optimism in our poets of to-day; but perhaps we should not quarrel with their moods when one comes so felicitously exprest as this in *Harper's* (May):

THIS LAST SWEET CITY

By Robert Nathan

One after one the cities of my heart
Bow to the foe's inexorable blade,
Their glories taken and their marble art
Low in the dust of melancholy laid.
One after one the singers of my soul
Come upon silence and lay down the lute;
Their bones are treasure to the buried mole—
The priest is silent, and the poet mute.
Of all my kingdom, leaguered by the foe,
Only this city of your love remains,
My heart's last capitol. Its bugles blow
Still in the dark above the foggy plains.
Oh, guard this last sweet city. When it falls,
My wounded heart will die upon the walls.

Simple but heartfelt in expression is this prayer in *The American Poetry Magazine* (Wauwatosa, Wis.), fortunately in time for our readers on the approaching Day.

"DECORATION DAY PRAYER"

By Arthur Roszelle Bemis, Jr.

Lord of our fathers, hear our prayer
For those who paid the price;
Our stalwart youth, so brave and fair,
Who made the sacrifice.

They slumber in the cypress' shade,
They, who so nobly died;
Facing destruction unafraid,
All for a nation's pride.

We honor them and weep to think
Of youthful hearts so still.
O Lord, that youth like this should drink
So soon from Lethe's rill!

The price of peace is far too high
In youthful limb and life.
To You, O gracious God, we cry
Thru clouds of hate and strife.

We pray that in the hearts of man
The flame of hate may die;
That clouds of war no more shall span
Our nation's peaceful sky.

Lord of our fathers, hear our prayer
For youth now free and gay;
We pray that You may ever spare
Them from the awful fray.

In days rather long past we used to encounter efforts at poetic prose. Sherwood Anderson has revived the style in *The American Mercury*, and we reprint one out of his "Five Poems":

A MAN STANDING BY A BRIDGE

By Sherwood Anderson

For a long time I had the illusion I was helping to build a house. A wind has blown the illusion away. Building is going on but I have nothing to do with it. It may be that you are the builder.

I am perplexed with trying to find out who does the building. I creep in the dusty hallways and hear many strange voices. The voices of men and women resound out of the darkness.

The voices cry out to me that they are the voices of builders but as I go forward, feeling with my hands on the walls, I do not come to the place of the building.

A soft voice has whispered to me that there is no such thing as a builder. It was a woman's voice. "The noise you hear is made by heavy untruths in the hands of arrogant men. The men lean out of a window. They beat on a brazen sky. They are trying to make holes in the sky."

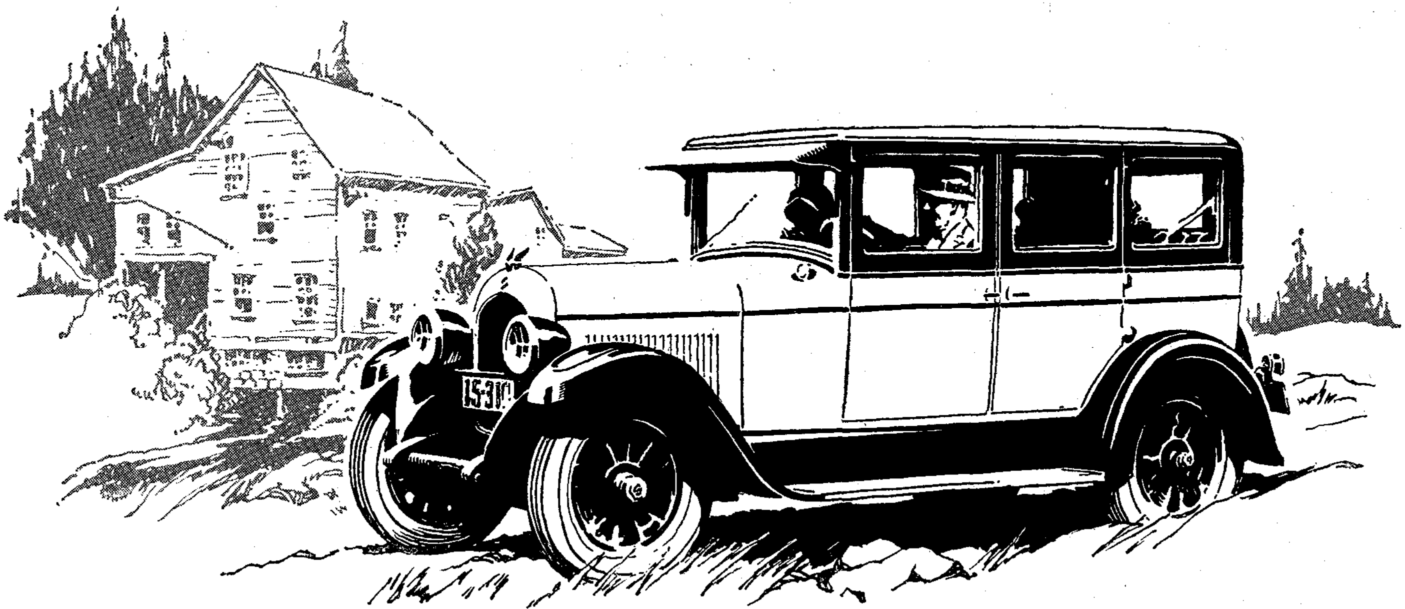
We would never have picked T. S. Eliot as the founder of a school, but if this from *The Irish Statesman* doesn't hark back to "The Waste Land," where then?

ADVICE TO A YOUNG LADY

By Geoffrey Phibbs

You will regret your Icelandic Sea Rover.
And yet,
When dancing days and child-bearing are over,
I beg you spend your time planting scarlet geraniums
Under the curve of the crest of a wave at Wicklow,
Then go join the barnacle-crusted craniums
Jewel-eyed in the glacial ooze of the northern sea.
But leave your knuckle bones
Worn perfectly smooth among our pebble stones
Till none might find them.
Or I beg you remember how sheep keep coming home thro' Greece
Trailing their tails behind them,
For they've found a maid of Athens there to mind them.
Yet at your back I fear you'll always hear—
How came it that one bar becomes the burden of the piece—
The approach of the coach of the Irish Peasants' Mistress
Thro' the bleer fog of November nightfall,
Thro' the clear atmosphere of a spring morning—
Spring came to-day with the first celandine
The blackbirds have been singing a full fortnight.
For you will neglect advice so superfine,
You'll not plant geraniums under the green lip of a wave;
Nor, cheating the grey lips of the grave,
Leave your knuckle bones
Alone among the pebble stones.

Public's Endorsement of Chrysler "60" Plays Big Part in this Sweeping Success



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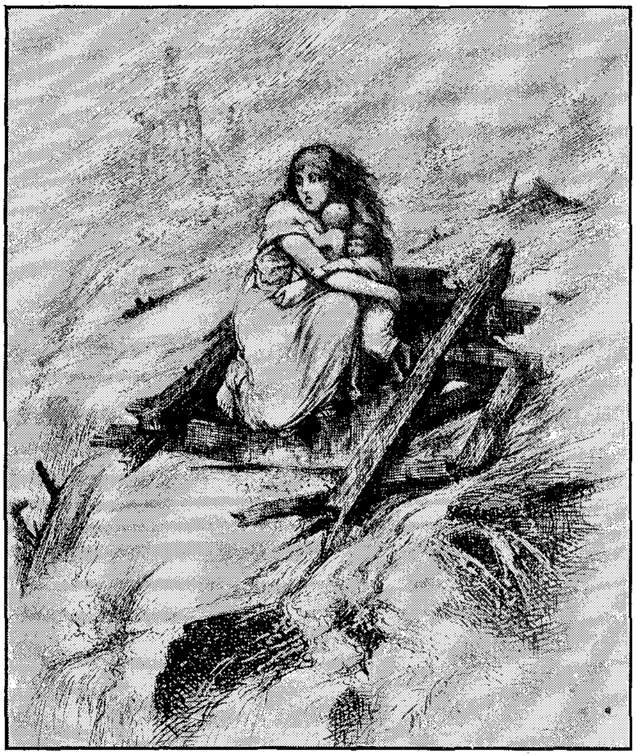
AMERICA'S YELLOW DRAGON ON THE RAMPAGE



"HELP! HELP!"—NAST'S CARTOON IN 1884

The Mississippi was then in flood, causing great suffering, and the foremost American cartoonist drew this pictorial appeal for *Harper's Weekly*, wherein it appeared on March 1 of that year.

IT'S MOVING DAY ALONG THE RIVER, and the levees are alive. A regular Noah's Ark crowd—men, women, dogs, cows, mules, horses, hogs, chickens, pickaninnies, goats, donkeys, rabbits, even snakes. The squatters and trappers are moving, and so are the smugglers and bootleggers; the farmers are moving, the storekeepers, school-teachers, preachers, and laborers are moving, with their old and their young and as much of their worldly goods as they can safely or conveniently tote along; and the 'possums and chipmunks are moving furtively with them. For the Father of Waters has spoken, the Dragon is lashing himself and roaring—"the mighty old Dragon that is the Mississippi River"—and "in the rich valley his ancient enemy, man, is sustaining defeat in his battles with the wily monster as in former flood years." The Dragon and his multiple mighty brood, draining an empire, from the Alleghanies to the Rockies—an empire of which the rich central streak is now groaning under the plague of water. Floods by the hundreds of miles, refugees by the hundreds of thousands, ruin uncounted, cities paralyzed, drownings, famines, epidemics, a nation aroused to swift and optimistic aid and repair! And down along the Poydras Pike, below New Orleans, it's moving day for the "Cajans."

The dust of their pilgrimage from their doomed homes in St. Bernard's Parish blew across the swollen water to the steamer on which Secretary Hoover was speeding to direct the organization of a refugee camp, and the official party on board could see those forlorn migrants on the highway a hundred yards from the levee. A call had gone out for fifty more army trucks; and a New Orleans dispatch from Edwin S. McIntosh, a staff correspondent of the New York *Herald Tribune*, tells us that "thousands of 'Cajans,' housed in the great concrete buildings at the army base, looked out upon a world bewilderingly different from that 'Acadia' the colloquial corruption of which gives them their local designation." For these, it appears, are the descendants of the simple people whose expatriation forms the theme of Longfellow's "Evangeline"; and it is a curious coincidence of destiny that another forced migration of the race should form the most obviously picturesque feature of the earlier stages of this year's Mississippi floods. Acadian—"Cajan"—the corruption is obvious enough. A people of primitive habits and sylvan tastes, clinging to the soil of their adoption, their resentment at the official flooding of their territory to save New Orleans threatened to add a dash of melodrama to the general difficulties of the situation. There was wild talk of their guarding the levees with firearms, and it made the countryside so nervous that three mysterious shots heard while Secretary Hoover was steaming down the stream, on the day before the blasting, were "played up" in front-page head-lines all over the country. Later stories described their reluctant pilgrimage to the city—these haters of cities. Mr. McIntosh's dispatch gives this account of them in their refuge at the army base:

> Long rows of army cots provide places for them to sleep, temporary kitchens and canteens run by the Red Cross furnish their food, and the exciting hubbub of a great city's traffic keeps them entertained. They are learning that the city may not be a place to be despised, after all, tho a wistful look in the eye of an old man or a choke in a voice occasionally, indicates that the picture of to-morrow's flood sweeping down across their homesteads is keenly in their minds.
>
> Exile is no new thing to these Acadians, but there is something more of tragedy, and something more of a higher call upon stoical

P. & A. photograph

THEY'VE GOT A KICK COMING

Especially the mules among 'em—better watch out for their heels, gentle reader, in case you get parked on the same levee—and something like that may happen to any one along the Mississippi Valley.

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	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buick	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac	BB	Arc	BB	Arc.	A	Arc.	A	Arc.
Chandler Sp. 6	A	A	....	....	....	....	....	....
" *other mods.*	A	Arc.	A	Arc	A	Arc.	A	Arc.
Chevrolet	Arc	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chrysler 60, 70, 80	A	A	A	A	A	A	A	A
" *other mods.*	A	Arc	A	Arc	A	Arc.	....	....
Dodge Bros. 4-cyl.	A	Arc.	A	Arc.	A	Arc	A	Arc.
Essex	A	Arc	A	Arc	A	Arc	A	Arc.
Ford	E	E	E	E	E	E	E	E
Franklin	BB	BB	BB	BB	BB	BB	BB	BB
Hudson	A	Arc	A	Arc.	A	Arc.	A	Arc.
Hupmobile	A	Arc	A	Arc.	A	Arc.	A	Arc.
Jewett	....	....	A	Arc.	A	Arc	A	Arc.
Maxwell	....	....	....	....	A	Arc.	A	Arc.
Nash	A	Arc	A	Arc	A	Arc.	Arc.	Arc.
Oakland	A	Arc.	A	Arc.	A	Arc	A	Arc.
Oldsmobile	A	Arc	A	Arc	A	Arc.	A	Arc.
Overland	A	Arc.	A	Arc	A	Arc.	A	Arc.
Packard 6	A	Arc	A	Arc.	A	Arc.	A	A
" 8	A	Arc	A	Arc	A	Arc.	A	Arc.
Paige	A	Arc	A	Arc.	Arc.	Arc.	Arc.	Arc.
Reo	A	Arc	A	Arc.	A	Arc.	A	Arc.
Star	A	Arc	A	Arc.	A	Arc	Arc.	Arc.
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Willys-Knight 4	....	....	B	Arc.	B	Arc.	B	Arc.
" " 6.	A	Arc.	A	Arc.	A	Arc	....	....

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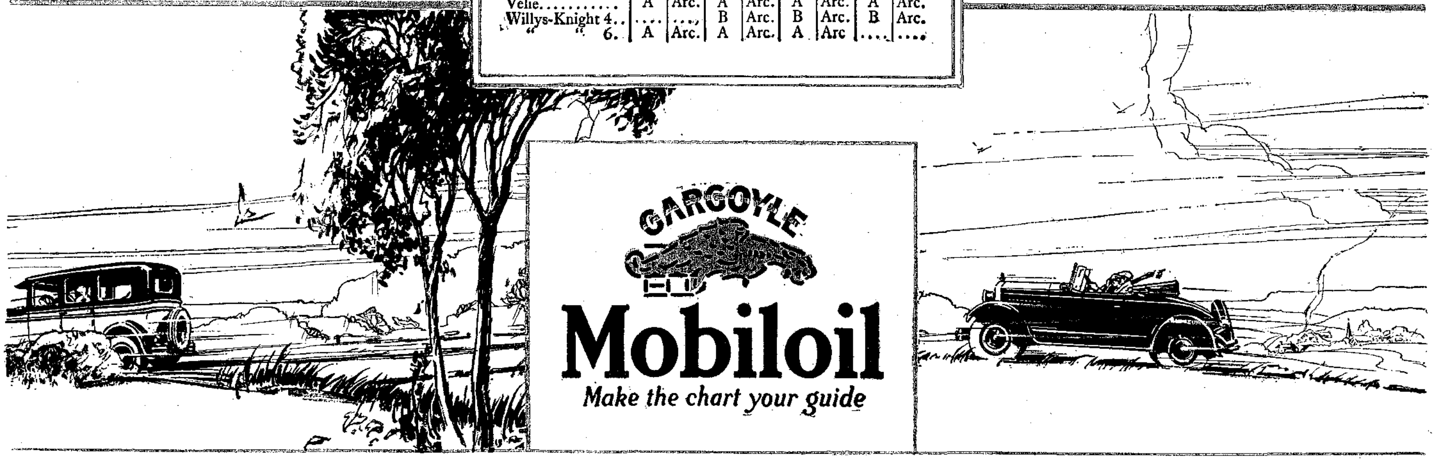
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Make the chart your guide

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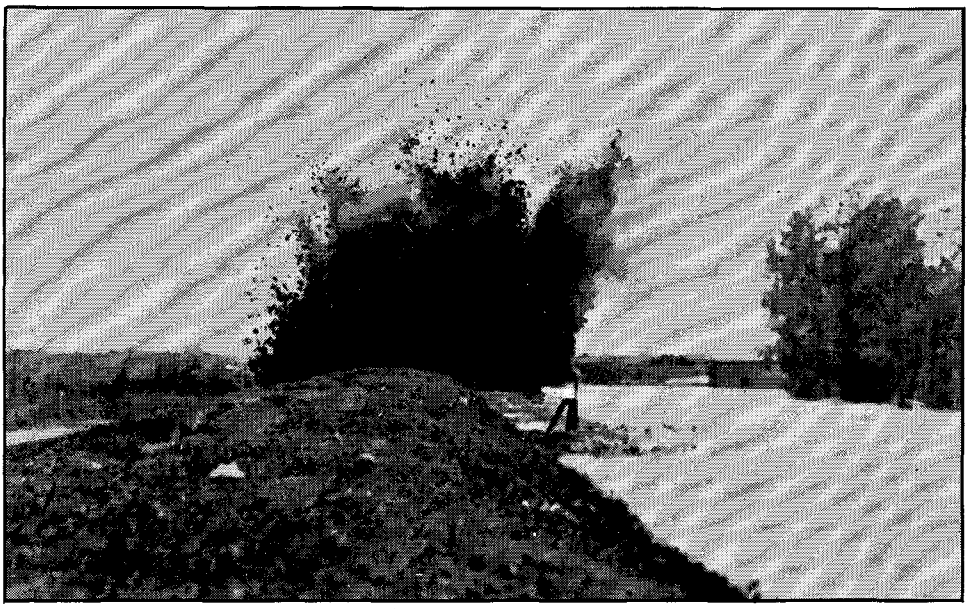
Other branches and distributing warehouses throughout the country courage in the trek that has been going on day and night now than ever before. Before they have moved out when the waters made customary modes of life uncomfortable and moved back when the tide receded. This time they know in advance that at a given moment the labor of a lifetime and homesteads of generations will be obliterated. Not only have they looked for the last time upon buildings and landmarks familiar and endeared with intimate tradition, but when months from now they trudge back it will be to a new and strange country, changed, remade, with every vestige of remembered contour vanished.

With this destruction of locations beloved by the Acadian exiles will come the passing of spots associated with local history, and even famous in the life of the nation.

It is likely that after the deluge a tablet will mark the place where was the old Versailles plantation with its pecan tree shielding the lost leg which Villier, hero of the War of 1812, brought back with him from battle and buried there. It was Villier who saw the British ships approaching, and by hurrying to New Orleans to warn Jackson enabled him to place his cotton bales in front of the city in time to save it. Later Villier went into the battle and lost the leg in action.



International Newsreel photograph

PREVENTING ONE FLOOD BY STARTING ANOTHER

Blowing up a perfectly good levee to create a crevasse, or spillway, and thus lower the river level in order to save some threatened city or settlement from inundation, is a more or less familiar maneuver of the flood-fighting forces; and sometimes, as we have recently seen, it makes hard feelings.

The guide of any sight-seeing bus will tell you, "It's the fourth tree in the row on the right-hand side."

It is a relief to learn that these and other refugees from the officially flooded area will be compensated by the State for their lost homes, and that meanwhile they will want for nothing—not even jobs, as fast as the authorities can provide them. Regarding the historical associations of these interesting outcasts, *The Herald Tribune* declares in an editorial that they are "truly derived from Grand Pré," and—

In Louisiana alone, it is said, do the Acadians retain their name as a separate people. Their chief seat is near the Bayou Teche, but they extend also to all the lower river parishes. There is little mixed blood among them. Seldom have they intermarried with the aristocratic Creoles, who have always felt their own superiority.

The settlement of the Acadians in Louisiana, after their cruel expulsion from their old home, was by choice. None was consigned there in the deportation from Nova Scotia in 1755. Unwelcome in the colonies of the Atlantic seaboard to which they were exiled, many found their way to the Mississippi and its tributaries and floated to New Orleans as a peaceful haven among people of their own tongue. They settled down in Louisiana and became attached to the new soil. Charles Dudley Warner, on visiting their country and observing their contentment, declared that they had made a good exchange in leaving bleak Nova Scotia for a sunny, genial, and fertile land: "Nowhere else on the continent could they so well have preserved their primitive habits and found climate and soil so suited to their humor." The Acadians near the Mississippi's mouth have been, as it were, a bayou apart from the swift current of American life, placid and undisturbed except by such a natural convulsion as the rise of the great river. They are deeply to be commiserated in their present distress.

Further interesting facts about the "Cajans" are assembled in a New York *Sun* editorial, thus:

Among those farmers and trappers from St. Bernard and Plaquemine parishes in Louisiana, who with bitterness and resentment looked on yesterday while the flood waters of the Mississippi River were being turned loose on their native soil, there were some whose families have been fighting the Mississippi for two hundred years. It was not self-interest alone which stirred them to anger. Perhaps buried in some unprobed depth of instinct there was a feeling that the creation of an artificial crevasse was a failure to keep faith with the past.

The first civilized settlements in the Mississippi Valley were at New Orleans, and the first dwellings of French immigrants were placed on an elevation which escaped all but the highest floods. As John Lathrop Mathews wrote in his "Remaking the Mississippi," this elevation was sometimes inundated. To protect it the inhabitants threw up artificial embankments, which were called "levees," or raised places. The embankment and its name have since spread up the river on both sides. So has the word "crevasse," by which the original French settlers designated a breach in a levee.

The river bottoms are astonishingly fertile and, in Louisiana, are particularly adapted to production of rice and sugar-cane. So the embankments which were first thrown up to protect the village were extended to protect the plantations. Sometimes they were ten or twelve feet in height, with a steep slope, strong enough to hold out ordinary high water, but not strong enough to withstand great floods. They were constructed by slave labor.

Afterward the levee system advanced northward, supported by State and parish taxation. The United States gave to the States to be sold all overflowed lands remaining in the public domain, the proceeds to create a fund for levee building and for drainage. By 1860 the embankments stretched as far north as the mouth of the Red River in Arkansas. After the high water of 1880—when the Mississippi was forty miles wide in places—systematic levee construction went forward. "Up the river" the fight against floods has been waged for the most part within the memory of persons now living, but in the neighborhood of New Orleans it has gone on for generations.

According to the New Orleans *Times-Picayune*, the distracted "Cajans" had much difficulty in tearing themselves away from their homes, and—

Almost until the last moment, the men were returning from the doomed parishes with their horses, mules, cows, and hogs. More than 170 head of live stock are quartered at the Jackson Barracks.

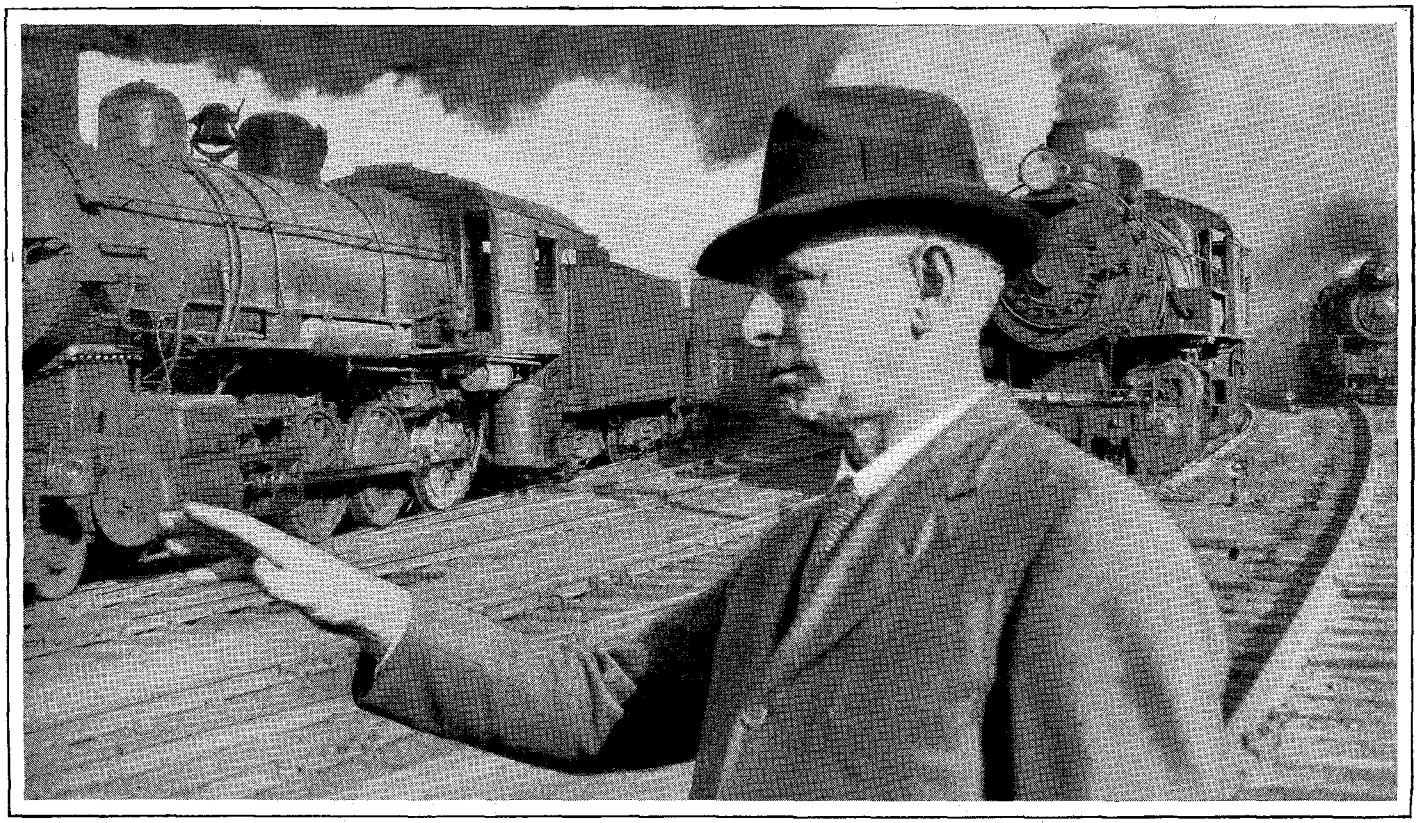
Deciding what to leave behind was a heart-breaking task for the residents. They pulled up rose-bushes and vegetables by the roots, they wrapt up eggs and fresh butter, they tore down the festoons of garlic from the doomed walls, and brought them along with their dogs and cats, their pigeons and chickens, and even a pet alligator.

Truckloads of furniture and bedding were being unloaded all day at the International Trade Exhibition. White families were quartered on the fifth floor and negroes on the sixth floor. Among the latter was the Red Cross protégée, Violet Crevasse, born during the 1922 crevasse at Poydras.

A special dispatch to the New York *World* adds these descriptive touches:

One flivver car on the road from Poydras deserves mention for the load it assimilated. The master of the house was driving, and beside him sat his wife and two children, both on top of

TO GET THE TRAINS THROUGH . . . SAFELY, SWIFTLY, AND ON TIME



The PENNSYLVANIA RAILROAD *carries more passengers, hauls more freight than any other railroad in America*

Here they marshal mile-long trains like columns of disciplined troops

NIGHT and day, from North, South, East and West, the long freight trains pour into the Classification Yards of the Pennsylvania Railroad—often more than 2000 in a day.

These the yard masters manoeuver into line, deploy to outbound tracks, and speed again to every quarter of the country.

In this and the other phases of freight "classification" have come many of the increases in efficiency which, during the past four years, have greatly speeded up Pennsylvania freight delivery.

Every retailer, wholesaler, manufacturer and farmer using the Pennsylvania Railroad can now operate more economically because of these enormous reductions in shipping time.

Money tied up in goods in transit is now released more quickly; breakage and spoilage have been reduced; green farm produce finds its way to market with its freshness unimpaired; above all, the huge inventories of supplies formerly held in reserve have been cut to the bone, freeing billions of dollars for productive work.

Now 6700 trains speed over the Pennsylvania each day

TO play its part in this business revolution, the Pennsylvania Railroad now moves 6700 separate trains each day—the largest operation of its kind in America.

From 2500 to 3000 of these are freight trains, operating on regular schedules, on which business men have learned to depend just as they do on passenger service.

In maintaining these schedules, the yard master and his assistants play a very vital part. On them falls the responsibility of sorting thousands of cars each day, assembling them into trains, and keeping the yards clear for the current movement. Today they are discharging with ever-increasing efficiency this responsibility to the public and to their 200,000 co-workers in the Pennsylvania Railroad.

Among the famous freight trains whose fast, sure performance has earned for them distinctive names are:

"SPARK PLUG"
Perishable Freight
From Cincinnati to Pittsburgh

"THE EAGLE"
Merchandise
From Cleveland to Seaboard Cities

"THE BIG SMOKE"
Merchandise
From Columbus to Chicago

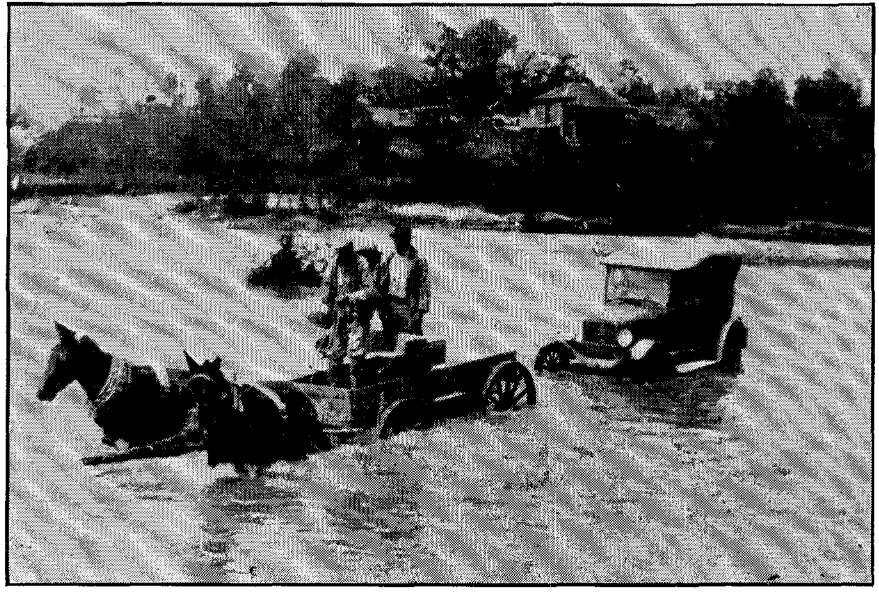
"THE DIVIDEND"
Merchandise
From Wilkes-Barre to Pittsburgh

"THE IRON MASTER"
Merchandise
From Pittsburgh to New York

PENNSYLVANIA RAILROAD

her. On the back seat was an ice-box of no mean proportions, and piled in somehow a mattress, blankets, and three chairs. Strapped to one side was a dresser, on top of the hood was an iron bedstead, and tied on behind was a boat.

Herds of cattle were being driven along the levee sides. Horses and mules were being ridden into town, or else were being dragged along behind heavily loaded automobiles. An endless string of carts, cars, cattle, dogs, horses, and people kept in order and hurried on their way by armed regulars and guardsmen.


P. & A. photograph

HIS AQUATIC MAJESTY, THE HORSE

With flood water exceeding a certain depth, old Dobbin feels that he can put it all over the discouraged flivver, which is here to be seen promenading at the wrong end of a tow-rope.

These refugees say it will be months before they can get back to their homes or the sites where these will have been wiped out by the released waters.

That the picturesqueness of the happenings in New Orleans made a profound appeal to the European imagination is indicated by the fact that a London afternoon paper spent a small fortune in transatlantic telephone tolls, under circumstances thus unfolded by *The Times-Picayune:*

It was 7:30 A. M. Friday in the office of *The Times-Picayune*, and at this unusual hour for a morning newspaper staff, Alvin P. Howard, first vice-president, Martin Durkin, managing editor, L. R. Brooks, city editor, and Bernard L. Krebs, a reporter, were sitting around the office and trying to look as if nothing was expected to happen. And then the telephone rang.

"*The Evening News* of London is calling *The Times-Picayune*," said the long-distance operator in a voice that strove to be casual.

As tho this kind of thing happened every day, the city editor put the telephone receiver to his ear and said, "Hello, London!" And London came back with the now famous "Are you there?"

"This is *The Times-Picayune*," said the city editor. "We have a statement for you from Sir Esme Howard, the British Ambassador, who is in the city on a visit, and a story about the flood situation at New Orleans."

"Shoot your stuff," came the voice at the other end of the wire; at least that was the idea conveyed, altho perhaps exprest in the politer English idiom.

The Ambassador's statement was sent first, and then Reporter Krebs took the wire with the 1,500-word flood story that had been written for the London *Evening News* on a special order by cable. While telephone tolls mounted dizzily, the representative of *The News* at the other end of the wire not only took the whole story without flinching, but requested additional details on the plans for blowing up the Caernarvon levee, or "embankment" as they say in England.

The managing editor concluded the conversation as some "hands-across-the-sea" stuff was exchanged. Then the *Times-Picayune* staff got busy with pencil and paper to figure out what the London *Evening News* had spent in order to give its readers the latest available information from across the ocean.

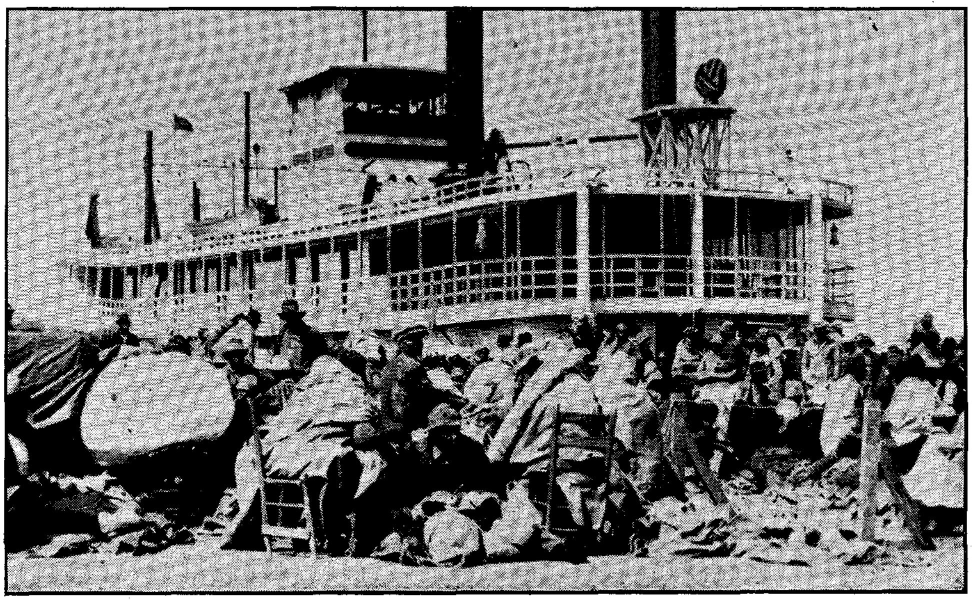
The sending of the 1,500 words of flood news required about thirty minutes, and the rest of the conversation brought the time to about five minutes more. After consulting the rate for telephone charges, the participants in the conversation figured out that if the business hasn't cost *The News* a cool thousand dollars, or about 200 pounds in English currency, something has been put over on the confiding telephone company.

The "dragon" similitude for the Mississippi, quoted earlier in this article, is suggested by Herschel Brickell, who writes in the New York *Times:*

No one who has ever known the Mississippi intimately will miss the appropriateness of its comparison with something sentient; something of unmeasurable power and unfathomable ingenuity.

To see this old dragon, sleeping peacefully under a summer sun, shrunken and harmless-looking, and to see him as he has been in recent days, raging and roaring, and bursting asunder with ease the bonds man has tried to set upon him, is to look upon one of the most moving contrasts in nature. The dragon's rage and viciousness are to be heard and felt by all who visit the valley in flood times.

The roar of the river's seething yellow waters may be heard for miles, filling the countryside with terror; great trees, which have been torn up by the roots, are drawn into miniature maelstroms called "suckholes" with reports like cannon shots; the current changes direction and a new channel is cut, usually where it will do the most damage; inland seas suddenly replace peaceful farms.

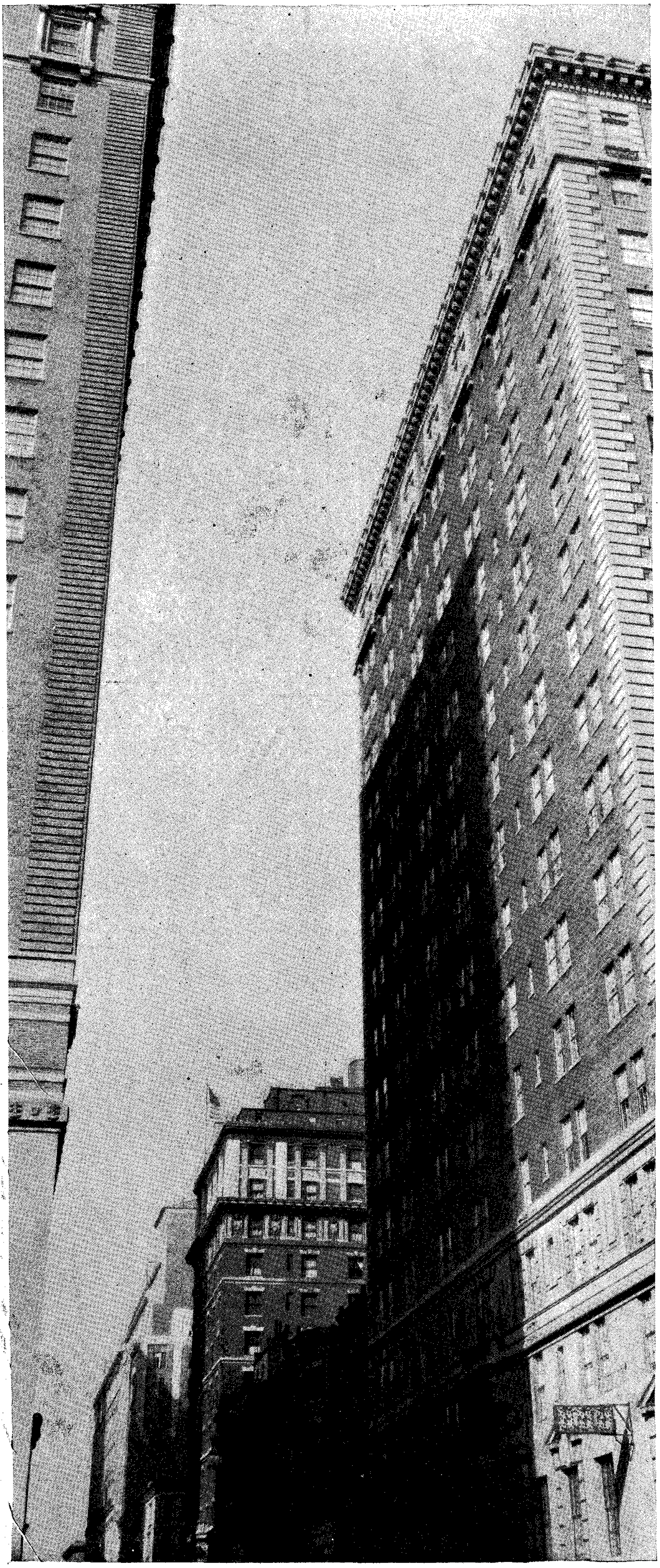

International Newsreel photograph

A RIVER BOAT THAT RECALLS MARK TWAIN

Something of the old Mississippi life seems to cling to this twin-stacked steam-packet which has just landed these wayfarers and their bundled belongings at a point of comparative safety.

Each flood center has been contributing its quota of "human interest" stories. The Associated Press tells us of the birth of the first "flood baby" in a box-car at Cotton Plant, Arkansas. The little stranger, a boy, has been named Refugee, and as Refugee Jones he may go down in history.

THE CLIFF DWELLERS



THE pressure of population in our largest cities pushes up columns of steel and stone—twenty, forty, fifty stories high. As streets become congested and distances sprawl out into miles, that same crowd-pressure extends a network of thoroughfares beneath the ground and straddles the pavements with elevated trains. Markets are concentrated. Here is a cubby-hole in the wall that pays a king's ransom in rent. There is a corner worth a million dollars because of the jostling thousands that swirl by its door. And when you consider that our ten largest cities hold a full *seventh* of the entire population of the United States, the force of this pressure becomes understandable.

What a market for a manufacturer is presented in each of these big cities! . . . Millions of potential customers gathered together on a fraction of land. . . . An inexhaustible demand that can absorb the output of a chain of factories without a ripple. . . . Wholesale and retail distribution centered in accessible points. . . . A territory that requires the minimum of expense for salesmen. . . . A concentrated market for luxuries, for quality merchandise, for Paris frocks and winter fruit. . . . A voracious appetite for the necessities. . . . And in addition to supplying its own citizens, each of our larger cities is the capital of a surrounding trade area, enormous in its extent, insatiable in its demands.

This market can be penetrated. There are definite ways to capitalize the smartness of the big town. Its flair for the unusual can be turned to account. And it is here that sparkling ideas and fresh viewpoints are not only valuable, but indispensable. For it is in these cities that distinguished advertising, thoroughly modern in theme and treatment, becomes necessary to reach the pocketbooks of our most sophisticated public.

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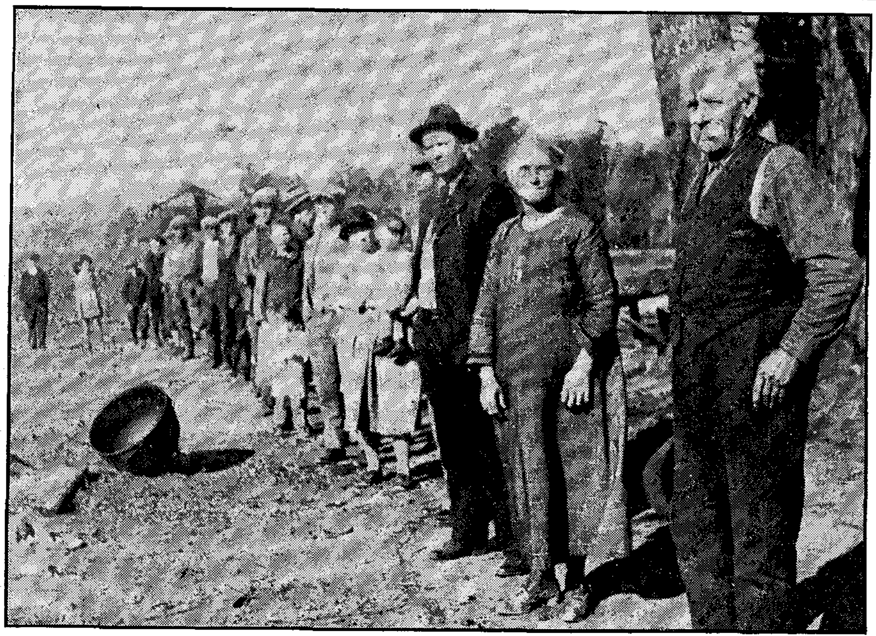
WANTED: AN ADDING-MACHINE TO AWARD THE "BIG FAMILY" BELT

THE CHAMPION PATERFAMILIAS of this land of championships—who is he? At present there seems to be some doubt as to the heavyweight father title. Various claimants to the parental belt have come forward, each waving the American flag with one hand and pointing with the other at a herd of offspring bearing a superficial resemblance to a Brooklyn Sunday-school picnic. Many of these triumphant patriarchs have made their way to Washington, sure of a glad hand and flattering speech at the White House, where the Rooseveltian tradition of national honor for begetters of numerous progeny has been sedulously followed by successive Presidents since the Roosevelt reign. One such worthy, who confidently nominates himself the champion parent of the United States, now realizes that he called on President Coolidge too early, relates Robert Merrill in the Philadelphia *Public Ledger.* Several months ago, it seems, this "premier papa"—Leander C. Gentle, of Atlanta—was presented to the congratulatory President, and later was eulogized in Congress, as the father of twenty-eight children. "Some of his offspring, it was admitted, had died, but enough remained to organize two baseball teams, with one girl left over for umpire." Having done his patriarch stuff in the National Capital, Mr. Gentle returned home to the ample bosom of his family, and to comparative obscurity, the narrative continues. But presently he "crashed the front page and set census enumerators to figuring anew by announcing the twenty-ninth baby had arrived to bless his crowded home." Which inspires the sage comment that "if children are, as one economist has said, the greatest incentive to thrift and industry, Lee Gentle ought soon to be one of the world's richest men." And we read on:



Photographs by courtesy of the Philadelphia Sunday *Public Ledger*

COL. REUBEN BLAND IS A DADDY, "AND THEN SOME"

Here he is, shepherding as many of his flock of thirty-four as it was convenient to round up for the camera just then. From his North Carolina home he journeyed to Washington to claim the paternal championship, and received the usual Presidential handshake.

Yet even with his advantage of a twenty-ninth child, Gentle's claim to championship among the proud papas of America has been challenged. One of the most interested readers of his congressional eulogy was Col. Reuben Bland, of Robersonville, North Carolina, who had long held local distinction as the father of thirty-four. The colonel did not wait long before taking a train to the capital to see the President in person and tell of his record.

"You ought to be thankful for your blessings," President Coolidge told him

Colonel Bland admitted that he was.

"But I live in the finest section of the country to raise children," he explained modestly. Both Mr. Gentle and Colonel Bland have been twice married.

The Colonel was probably right about North Carolina encouraging the habit of large families, remarks Mr. Merrill, for from that State soon appeared a third claimant. Of whom we read on:

He was "Uncle" Dolphus Saunders, dusky dad of thirty-seven offspring. Uncle Dolphus wanted to tell President Coolidge all about it, but with some twoscore mouths to feed he felt he had to postpone the trip—probably until a dozen or two of his children were old enough to take some of the load from his shoulders. Saunders, on latest accounts, was spending his evenings recording his children's names so he might have them right when finally interviewed by the Chief Executive.

Within recent years it has become common for sociologists to point out regretfully the shrinking of the American family and the lessening importance of the home. Undoubtedly, the figures in the aggregate are correct, yet there exist here many families besides the Gentles, the Blands, and the Saunderses who boast a score or more of children.

A few years ago, for example, newspapers announced the arrival of the thirty-sixth child to the home of Charlie Sobb, at Birmingham, Alabama. Some years earlier, John W. Guy, of Delmar, Delaware, was honored as the parent of thirty-two. Mrs. George Washington Harrison Ross, wife of a negro minister near Atchison, Kansas, had her thirty-second child in 1920, when she was *fifty-three years old.* Charles Black, when arrested by the police of Norristown, Pennsylvania, in 1922, told them he was the parent of twenty-seven. Once Valentine Konkowski asked the New York police to let him spend several months in jail because twenty-five offspring graced his home, and he yearned for the peace of solitary confinement.

"I beg of you," Konkowski was quoted as pleading to a

WHAT DID THE GOVERNOR OF SOUTH CAROLINA SAY?

The present one (pictured above with his bouncing family) could say, "Shake hands with my nine daughters." Governor John G. Richards is naturally proud of his feminine flock, lined up here for review, and doesn't think any other American father "has anything on him."

The beauty, permanence and low cost of GF Allsteel desks have won widespread approval

The Pittsburgh Press has equipped its new building with over 200 GF Allsteel Desks. This is the office of Owen M. Phillips, General Manager

WHEN officials of the Pittsburgh Press chose desks for their beautiful new building, they had in mind not only attractive appearance, but also unusual durability. For nowhere is the wear and tear on desks more severe than in a newspaper office.

Like thousands of other business executives, the publishers of the Pittsburgh Press found that GF Allsteel Desks met their two-fold requirement to perfection. They equipped their building throughout with these fine desks.

GF Allsteel Desks are more than uncommonly good looking. They are mar-proof—fire-resisting—indestructible as only steel itself can be. The deep, rich enamel finish is baked-on. Can't discolor, chip, or crack. The steel drawers operate quietly and easily. The good looking Velvoleum tops are warm to the touch, washable, easy on the eyes. They are banded with bronze. Feet also are bronze.

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Play this SUMMER *in* Hawaii

Murmur of rippling waves in your ears as you wake. Cool breeze stirring palms outside your window. Golden dawn on clouds and flashing sea. A new day—in Hawaii—and *you* keen for adventure.

A dash into the tingling surf puts you on edge. Golden *papaya* or juicy pineapple and Hawaiian coffee for breakfast. How fresh and clean the air!

What to do? Golf in color-splashed Nuuanu Valley? A motor trip mountainward to wind-swept *Pali*, or around the island? Shopping in Oriental bazaars? A bout with an outrigger canoe? Day-dreaming under a shady *hau* tree? Or by steamer through island channels to Hawaii's volcanic National Park; and to Maui or Kauai? These and a hundred others for your choosing.

You'll want all the time you can spare, but 4 or 5 weeks and $400 to $500 from the Pacific Coast will do it. You'll enjoy the calm voyage, 5 or 6 days direct to Honolulu from Los Angeles, San Francisco, Seattle, Vancouver or Victoria, B. C. No passports, interpreters or red tape—Hawaii is U. S. soil, a full-fledged Territory.

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PERSONAL GLIMPSES
Continued

magistrate, "to send me to the penitentiary, I want a rest. I'm tired of that family." The magistrate complied with the request and Konkowski walked happily toward a cell.

"This is like living," he told interviewers from behind the bars. "I'm as happy as a June bug. For thirty years I've had the sound of crying infants and scolding wives in my ears. They can't get to me now for six months. This is the nicest, quietest place in the world. I've read a lot about these big families and how proud their papas are, but there's nothing in it. The old man has to work his head off, and then they're always starving. When I get out of here I'm going to beat it out of the country."

The records fail to reveal Konkowski's history after his release.

But few of the champion parents take this attitude. None was prouder nor happier than Maurice Noonan, of Lawrence, Massachusetts, when in February of 1925 the stork left a twelve-pound boy at his home.

He was Mrs. Noonan's fifteenth child and Mr. Noonan's twenty-seventh. The father had twelve others by a former marriage.

In August of that same year Mrs. Ruiz Sanchez, wife of José Sanchez, of Yuma, Texas, gave birth to her twenty-fourth child in twenty-four years. Mrs. Sanchez was forty-eight years old and her husband fifty-one. Two years earlier Mr. and Mrs. Toman, of Robindale, Pennsylvania, announced the birth of their twenty-first child in twenty-one years of married life. At about the same time Mr. and Mrs. Francis Yoder, of Somerset, which isn't far from Robindale, welcomed their twentieth. In Dover, New Hampshire, William H. Forques one time sought divorce from his wife, who had presented him with twenty-two children. They had quarreled, he said.

William M. Branderhorst, sturdy farmer of Noordbrabant, Holland, must have heard of such families while still in his home across the Atlantic. He had a large one himself, fifteen all told, and decided to bring them all to America. To immigration officials he said that he had been prosperous on his little Dutch farm, but that he did not see how he would have enough land to go around when his children grew up. That problem he solved by investing in a farm near Belea, Indiana, where his family might have room to expand.

The farmer folk, however, are not the only ones to boast large families in America, says Mr. Merrill, continuing:

In this country have been, and still are, many men notable in public affairs who have been blest with numerous offspring.

When John G. Richards was sworn in as Governor of South Carolina last January, his children were all present at the inauguration. There were nine of them—all daughters.

Governor Richards is sixty-two years old and Mrs. Richards is fifty-eight. The daughters are Mrs. Todd, thirty-seven; Mrs. McRae, thirty-four; Betty, twenty-nine; Rekah, twenty-seven; Margaret, twenty-five; Mrs. Sauls, twenty-three; Mildred, twenty; Jean, seventeen, and Johngy, fourteen, whose name was developed from the Governor's first name and initial. The Governor had had two sons, but one died in infancy and the other in World War service.

One of Governor Richards's predecessors, Richard I. Manning, who held office during the war, had seven sons, six of whom served with the Army in France. The eldest was killed in action. The seventh was too young to enlist.

United States Senator Hiram Bingham, of Connecticut, lists the fact that he is "the father of seven sons" as one of his claims to fame in the autobiographical section of the Congressional Directory. Bingham will be fifty-two years old next November. The Senator is immensely proud of his stalwart offspring, and dedicated a recent book to "the mother of seven sons." Most of the Bingham youngsters are big and athletic, like their father. One of them several years ago won the 145-pound boxing championship at Yale.

When Victor Donahey, who was to become Governor of Ohio, was a country printer in New Philadelphia, he didn't earn much money, but the stork came often. To-day the Donaheys have ten children living and mourn the death of two. Mrs. Donahey explains that a few simple rules enabled her always to provide well for all. The rules were:

"Budget your money."
"Make fun of your work."
"Trust in God."

"I don't believe," she adds, "enough of us do."

The late President Harding was one of eight children, as he confided in 1921 to Mrs. Domenico Zaccahea, of New York, herself the mother of sixteen. The President's letter to this obscure woman ranks high among the graceful tributes to motherhood. In it he wrote from the White House at Washington:

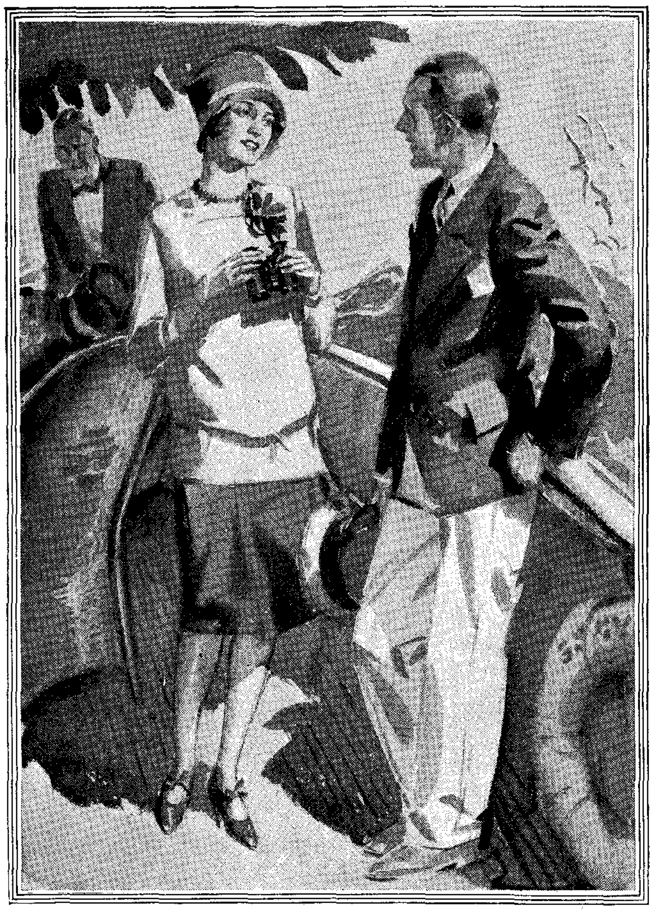
"My Dear Mrs. Zaccahea:

"I noticed in the photogravure section of one of the Sunday papers a picture of yourself, your husband, and your very remarkable family of sixteen children. I can not resist expressing my very cordial congratulations. Perhaps I am moved to do so because of a little incident in my own life. My mother bore eight children and raised six of them to maturity. One afternoon, shortly before her death, we were all at my home holding a family reunion, and she spoke of having borne eight children, and said, with an affection most appealing to me, that she had been happy to bear eight children, and if she had her life to live over she would have no desire to change it except to bear eight more. I thought it was a beautiful thing for her to say, and the recollection of it inspired me to write my very cordial congratulations to you and add thereto my very best wishes.

"Very truly yours,
"Warren G. Harding."

Large families, it would seem, are welcomed by many of the great in Europe as well as in America. The Viscountess Nancy Langhorne Astor, who won the distinction of being the first woman to sit in Parliament, is proud of her record as a mother. During her first election campaign Lady Astor and her opponent were invited to deliver addresses at a factory in Plymouth, England. She took the platform first, and boasted among her qualifications the fact that she was the mother of five children. Her opponent replied that he was the father of seven. Quickly Lady Astor rose to her feet. "Yes," she responded, "but I have not finished yet."

Both Lady Astor and her opponent have far to go before they can hope to equal the



Much better taste has the young man of today. And he gives much more attention to the many details, large and small, that make for distinction in his appearance

This young man is more fastidious

Wadsworth Cases led the styles when these were the fashion

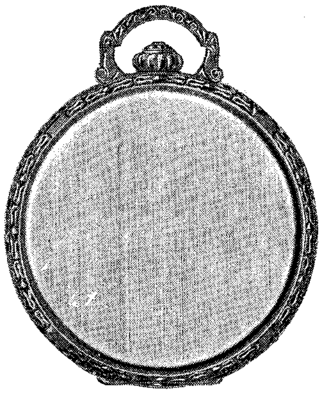
Compare his watch with the one his father carried at his age—both cased by Wadsworth

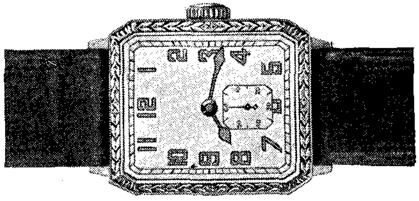
It shows in everything he wears. In the cut of his clothes, freer, more comfortable, and smarter, too. In the courage of his necktie, selected with easy sureness for its harmony with the rest of his attire. In the modest dignity of his jewelry.

And, of course, in his watch. Gracefully slender, light in weight, elegantly simple in design. Compare it with the ponderously ornate watches of a generation ago!

And, note, by the way, that he owns two, a strap watch and a watch for his pocket. He knows that one is often appropriate where the other is not. He would no more think of wearing his strap watch to the theater in the evening than of wearing his pocket watch on the links.

Decidedly, he is more fastidious than his father was. That is why, now even more than ever, the leading watchmakers and importers turn to Wadsworth for the encasement of their finest movements. For Wadsworth Cases have led the style in the dress of fine watches for more than thirty-five years.



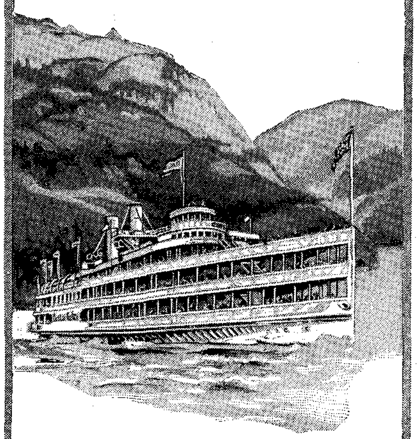


When you buy a watch, therefore, you will probably find that it already comes dressed in a case by Wadsworth. If not, ask that it be so dressed. For the mark "Wadsworth Quality" stamped inside is your assurance of correct design, finest materials and workmanship, and that exactness of fit essential to adequate protection of the movement.

THE WADSWORTH WATCH CASE COMPANY
Dayton, Kentucky
Suburb of Cincinnati, Ohio
Case makers for the leading watch movements

Wadsworth Cases

MAKE WATCHES BEAUTIFUL



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New York

Day Line

PERSONAL GLIMPSES
Continued

record of Arthur Hayday, Labor M. P. for West Nottingham, who was cheered by the admiring House of Commons several years ago when he said he was the proud father of sixteen children. Since then he has had one more.

The pessimism of the sociologist when he compares the families of the present to those of the past is quite understandable to those who look over ancient records.

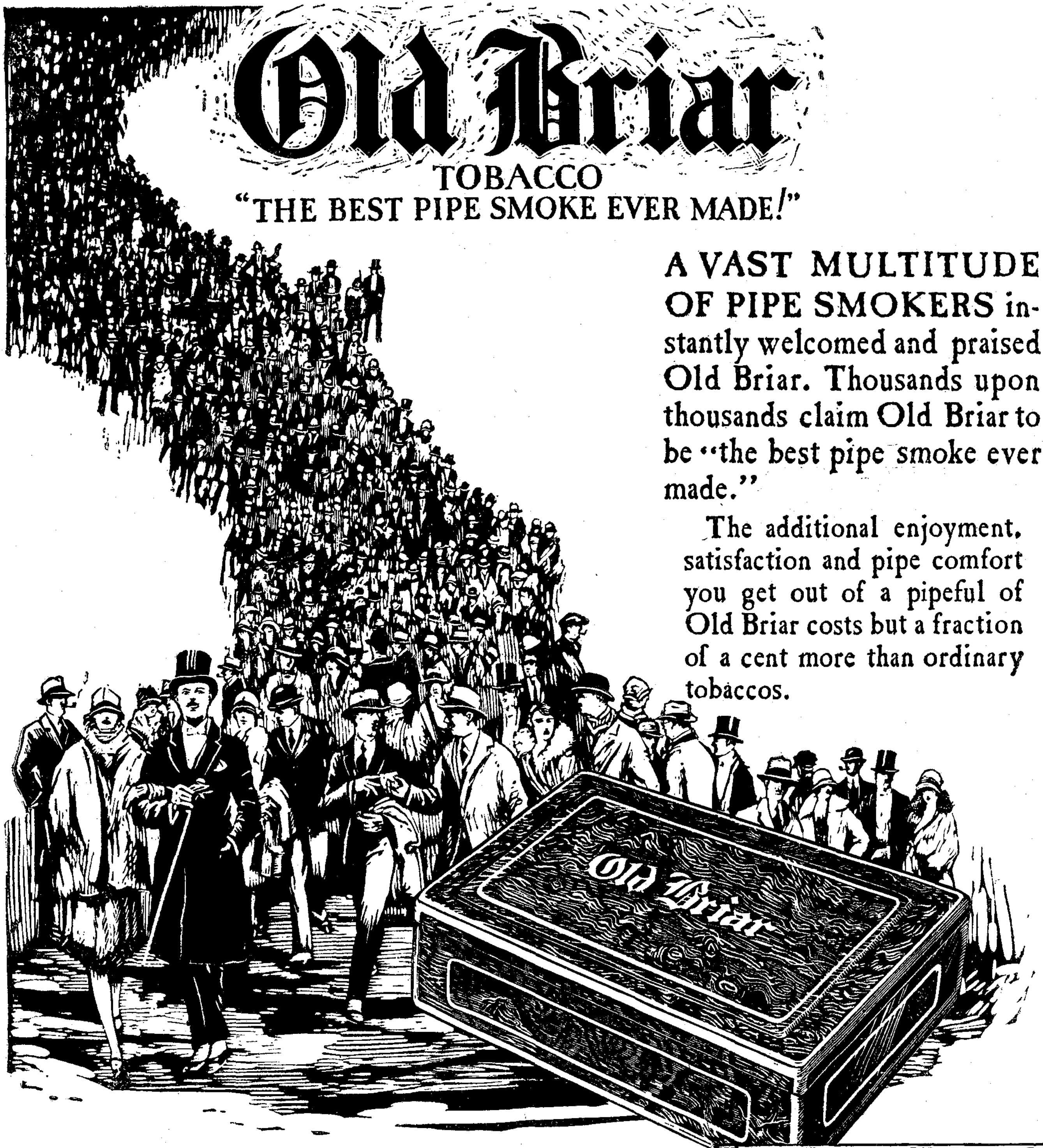
As a result of such research there has been found, we learn, this history of a woman who died in London in 1855:

> As Mrs. Berry, she became in twenty years the mother of twenty-six children, including four pairs of twins. Then she married again, and as Mrs. Taylor added four more to her family. When she died she left to mourn her 122 descendants of the second, third, and fourth generations.
>
> Another English woman once worried because all her fifteen children were boys. Later she corrected this, and the next fifteen were all girls. Even that record was outdone by Mrs. John Jones, who, according to the parish register of a church at Marlborough, died in 1743, leaving thirty-one sons and daughters.
>
> When Charles V made his public entry into Ghent as the Count of Flanders, Mr. and Mrs. Oliver Minjan showed him their twenty-one boys and ten girls, all drest alike in uniform. Charles was delighted and bestowed a pension upon the head of the Minjan family. Unfortunately, the family was totally destroyed by the plague in 1526, but their story is preserved by a memorial in Ghent.
>
> Lady Elphinstone, of England, who died in 1700, was the mother of thirty-six children, of whom twenty-seven were living at one time. The youngest brother of the first Lord Bathurst was presented with twenty-two children by his first wife and fourteen by his second, making thirty-six in all. His two brothers and one sister had between them sixty-four children, making a grand total of 100 children in that generation of the Bathursts.
>
> Thomas Urquhart and his wife, Helen, of Cromarty Castle, Scotland, who lived in the early part of the sixteenth century, were blest with thirty-six children, all of whom lived to a mature age. Twenty-five were sons, many of whom became distinguished in various walks of life. All of the eleven girls married, and most of them raised large families.
>
> In King James II's Irish Army List it is recorded that Donagh O'Carroll and his wife raised thirty sons. As soon as the youngest was old enough, their father organized them into a troop of cavalry, which he presented, mounted and equipped, to the Earl of Ormonde. This family troop followed the Stuarts, and most of them met their deaths in foreign lands leaving none to perpetuate the name.
>
> An epitaph in a churchyard at Conway, Wales, asserts that Nicholas Hocker, who died in 1637, was the forty-first child of William and Alice Hocker, and that he himself was the father of twenty-seven children.
>
> The Marchese Frescobaldi, of Florence, had a portrait of an ancestor, Dionara Salviati, of whom the artist had made the statement that the original of the portrait was the mother of fifty-two children. Of these there was one set of sextuplets, while all the rest except one were triplets.
>
> One of the largest families in the records of the United States is that of David Wilson who died a half century ago in Madison, Indiana, the father of forty-seven children.
>
> Students interested in such statistics have awarded the world's record to a Russian peasant, Feodor Wassiliev. His wife, it is recorded, presented him with sixteen successive pairs of twins, then triplets seven times in seven years and finally with four sets of quadruplets, making a grand total of sixty-nine children.
>
> Then she died, and Feodor took a second wife. Mrs. Wassiliev the second presented her husband with triplets twice and with twins six times, making eighteen in all.

GROOMING MAUDE, THE ARMY MULE, WITH A VACUUM CLEANER

EFFICIENCY has been tuned to its top note with the substitution of vacuum cleaners for currycombs in the stables of certain United States Army depots. Speculating on the psychological effect of this innovation on the notoriously temperamental Maude, the New York *Sun*, in a sympathetic editorial, cites War Department reports which aver that horses and mules approve of it. But *The Sun* professes a qualified skepticism, saying:

> Yet somehow it is hard to believe that this information is more than half correct—the half which applies to horses.
>
> The horse is of an ardent, pleasure-loving turn of mind; the mule is a conservative. It is not hard to understand that a horse, if properly approached and with reasonable time to study the thing out, would get considerable enjoyment out of a vacuum cleaner. A properly brought-up horse gets a great deal of satisfaction out of normal currying. If kindly bespoken and softly handled he takes to it as a collie pup takes to petting.
>
> With the mule things are different. At best he will tolerate the process as another of those silly things human beings are always doing to disturb a mule's peace of mind. At worst he regards it as provocation to vehement protest, and when the process is carried on with the ordinary currycomb and brush there is always a chance that the hostler may come into the stall some day without a neck-yoke or any other weapon handy. Then is when a mule with a good memory can settle any little score that may be preying on his single-track mind.
>
> But how is a self-respecting mule to figure this new vacuum-cleaning apparatus? How is he to know whether the tube connecting it with the motive-power machine is merely a tube and not a new style of "blacksnake" whip? Are human beings to putter over him and annoy him and distract his meditations with ridiculous machinery forever and he never to crowd a man up against the manger or kick him into the haymow? So far as the mule is concerned there appears to be something wrong with the picture.
>
> As for the mule-skinner, it is impossible to think of him contemplating, without flying into a rage, a stable hand using a vacuum-cleaner. What namby-pamby way is this for bringing up the young in the way they should go? In the old days handlers were handlers and not bloomin' mechanics; a man had to take his brush and comb and his chance of premature demise all at the same instant. Currying obstreperous mules was no job for a man with a soft head or a soft heart.



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The additional enjoyment, satisfaction and pipe comfort you get out of a pipeful of Old Briar costs but a fraction of a cent more than ordinary tobaccos.

Light up your pipeful of Old Briar. Let the ripe fragrance of Old Briar creep up your pipe's stem. Enjoy every bit of its full, pleasant aroma — its rich body — its extra smoothness. Notice how mild and cool it is — how completely satisfying. Then you will know why this wonderful tobacco continues to win the praise of pipe smokers everywhere.

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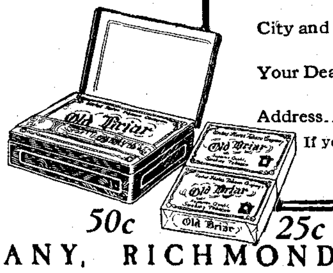

UNITED STATES TOBACCO COMPANY, RICHMOND, VIRGINIA, U. S. A.

HUMAN NATURE IN TEN-GALLON HATS SOUTH OF THE RIO GRANDE

MASCULINE PRIDE IN THE FORM of enormous sombreros, we are told, once so seriously impeded traffic in the narrow city streets and archways of Mexico, where business is transacted, that the Government had to curb the evil by levying fines on all hats that stuck out too far. These have disappeared, of course, and in Mexico City, especially, one sees very few Mexicans of the type familiar to us in the movies and on the stage; but in Guadalajara you still see men in a sufficiently picturesque garb everywhere—leaning against the pillars, chatting in animated groups—men from the countryside in rough blouses and big hats that stick out a foot or so sideways and a foot or so in the air, and that remain, as Thomas R. Ybarra reminds us in the New York *Times Magazine*, the most astonishing forms of headgear imaginable.

Mr. Ybarra has been wandering through Mexico and viewing it as a "land full of every-day folks acting in an every-day manner." To the casual visitor on the outside looking in, he says, Mexicans seem to be taking things very cheerfully in spite of the daily "crises" reported in American newspapers under Mexican date-lines. He continues:

For instance, those who know Mexico will be happy to learn that Xochimilco is still going strong. For the benefit of those who do not know it, Xochimilco is the place where the floating gardens are. It is just outside Mexico City, and it is one of the really remarkable "sights" of this world. The floating gardens are tiny islands, on which flowers and vegetables are grown by the Indians of the neighborhood. In the days of the Aztecs they really floated, but now they have become fixt to the bed of the waterways which pervade the Xochimilco region. In a boat covered with a rough awning, bedecked with flowers and propelled by a brown Indian in straw hat, blouse, trousers, and bare feet, one threads these waterways, with other similar gay craft on every hand, while Indian men and women paddle up in little dugouts offering to sell everything from flowers and garden truck to a square meal—chicken, tortillas, coffee, everything—which one can see cooking on little stoves in the bottoms of the boats.

Or one can land on a "floating island" and have lunch served in a shack there; the boatman will act as waiter to bring the food from an adjoining shack where an Indian woman cooks it, and he is very grateful if one buys an extra bottle of beer and tells him to drink it. While one eats, big boats, all covered with bright flowers, go past, with sometimes as many as twenty happy revelers seated at long, narrow tables running down the middle; they raise their glasses and cheerfully drink the health of the "gringo" lunching in the island shack.

Yes, Xochimilco is still going strong.

So are the buses of Mexico City. It is doubtful if any city in the world except London has so many buses in proportion to its size. But whereas the London buses are dignified and enormous and clean, the majority of those in Mexico City are small and rakish and dirty. And whereas the skill and caution of London bus drivers are proverbial, those of Mexico drive like madmen and bring their buses careening around corners on one wheel, and send pedestrians scampering for their lives right and left. There are so many buses in Mexico City that the foreign visitor begins to believe that every Mexican has the ambition (and that most of them realize it!) to put a rough canopy over a cheap automobile body, fix a board along each side of it and call it a bench, hire an escaped lunatic and call him a chauffeur, and then, having painted the word "Peralvillo" or "Roma" or "San Rafael" or the name of some other suburb all over the ramshackle contraption, to hang precariously to the rear of it and collect five-cent fares until crew, passengers, and vehicle perish in a cataclysmic collision.

As if this life were too tame, there are occasional diversions of a different kind, we learn, to pep things up. For instance:

On the railway between Mexico City and Guadalajara a few weeks ago several wayside stations were packed with government soldiers and all the paraphernalia of a full-fledged military campaign. They were centers of operations, the passengers on the Pullman were informed, against a lot of rebels in the hills a few miles to the north. This news was not particularly pleasing to the passengers. But far more unpleasant was the sudden sight—just at bedtime—of a file of dusty, dirty soldiers, armed to the teeth, slouching down the aisle of the Pullman, to take up position, with loaded rifles, on the platforms in readiness for a possible rebel attack. And there they stayed, clanking their accouterments and singing wild Mexican ditties, until the train was out of the danger zone. It was not exactly a lullaby.

Tampico is not happy nowadays, and even if a petroleum peace is signed between the Mexican Government and the foreign oil companies, Mr. Ybarra doubts that it will ever regain the full measure of happiness which it once enjoyed, for—

Ever since 1920 or therabout, Tampico has been losing ground. To-day it is full of depression and apprehension and a pathetic air of gentle melancholy. The roistering, ramping oil town, alive with wild men and wild women, the town which boasted that "Klondike at its goldenest had nothing on us," is up against cruel times. Tho its petroleum hunters have been feverishly drilling new wells since the slump, only a small percentage give profitable results, whereas in the years of the Tampico oil boom the proportion of productive wells to the total number drilled was far higher—which meant tens of dollars in the pockets of even the humblest Tampico peons, and hundreds and thousands of dollars for the American employees of the big oil companies, and millions for daring prospectors and plunging promoters and audacious financiers back home.

Hence, too, new buildings for Tampico, and mad, modern traffic in her old Spanish streets, and gold coins tossed to whirling dancers in her wicked cabarets by wild men who had struck oil and were out to tell the world so until the wee hours of the morning.

All that has vanished. Tampico, to be sure, still lives and talks and breathes oil. The officers of her oil army, in cowboy hats and flannel shirts and riding boots, still brush elbows in her business section with the privates of that army—the brown Mexican peons who do the dirty work of well-drilling and pipeline laying and oil-pumping. Americans and Mexicans are still stained with "chapopote"—oily mud and muddy oil— and they still sling big talk about that new well which started gushing yesterday and that other one—still undrilled—which may gush record-breaking streams of oil to-morrow.

But their talk lacks "kick." It isn't like the talk of 1920, when Tampico splashed and rioted in a flood of oily wealth. To-day there is melancholy in the seaport that was transformed overnight from a dozing, decaying little Mexican-Spanish town to a rough, devil-may-care, affluent American oil city. However, Tampico still smiles and hopes.

The dislike of Americans, Mr. Ybarra finds, is seldom found among the lower classes. The typical Mexican peon, a gentle, trustful mortal, likes anybody who does not ill-treat him; and, as a general rule, American employers of peons in Mexico are good to him. Consequently—

The average peon, far from feeling antipathy toward us, rather approves of us; we are, to him, the source of steady wages, which are the source of regular meals and new straw hats, of a size to bring envy to the hearts of other peons, and of new bright serapes, with which to cut a dash on the streets of the nearest pueblo. He is not bothered by thoughts of "Mexico for the Mexicans" or of the essential undesirability of admitting into Mexico the men from north of the Rio Grande with their un-Mexican ways and thoughts and all-devouring streams of gold.

Not at all. The peon must have "frijoles" to eat; we Americans are the shortest cut to "frijoles," and—well, we Americans are popular with him.

This was illustrated by a tale told me in Mexico last month of an American and his wife who were motoring near Mexico City and met a big, swarthy peon on a lonely road. The American, having stopt the car to ask the man the way to a near-by town, noticed that the other had a wicked-looking knife stuck in his belt. The American felt a bit nervous—it was quite a lonely road—and his wife was obviously frightened.

"You are gringoes?" remarked the peon.

"Yes," said the American. "Don't you like 'gringoes'?"

The peon looked at the American and then at his pale and scared wife. Suddenly, without a word, he drew his knife and threw it far into the bushes by the side of the road.

"Yes, I like them," he replied. "The town you are seeking is a mile ahead of you."

The Americans thanked him and drove on, leaving the peon to find—if he could—the weapon that had caused the "gringoes" such unjustified alarm.

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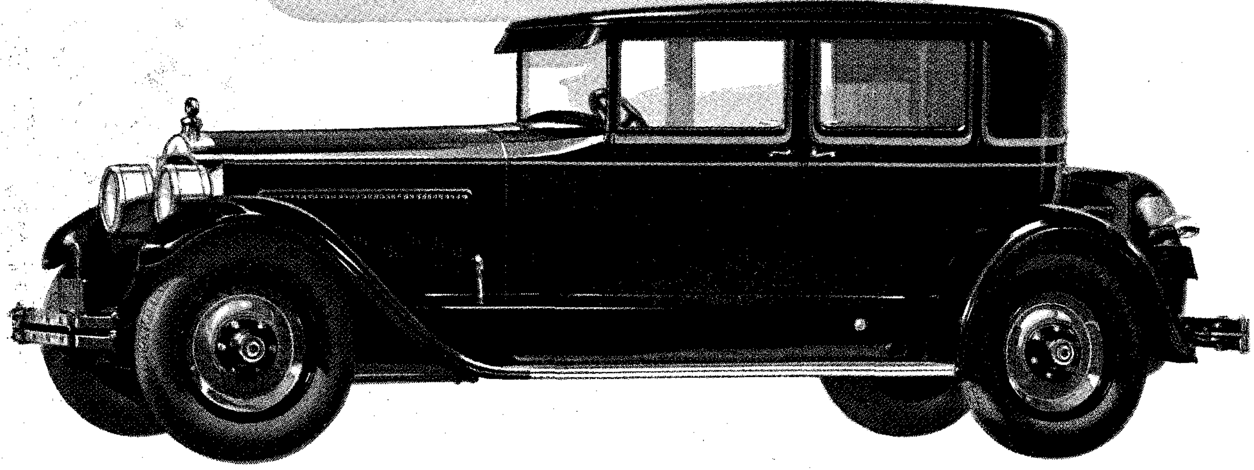

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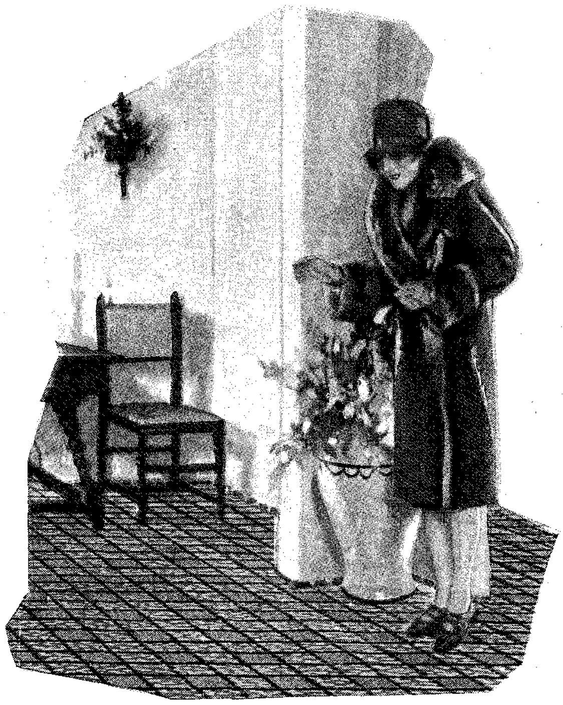

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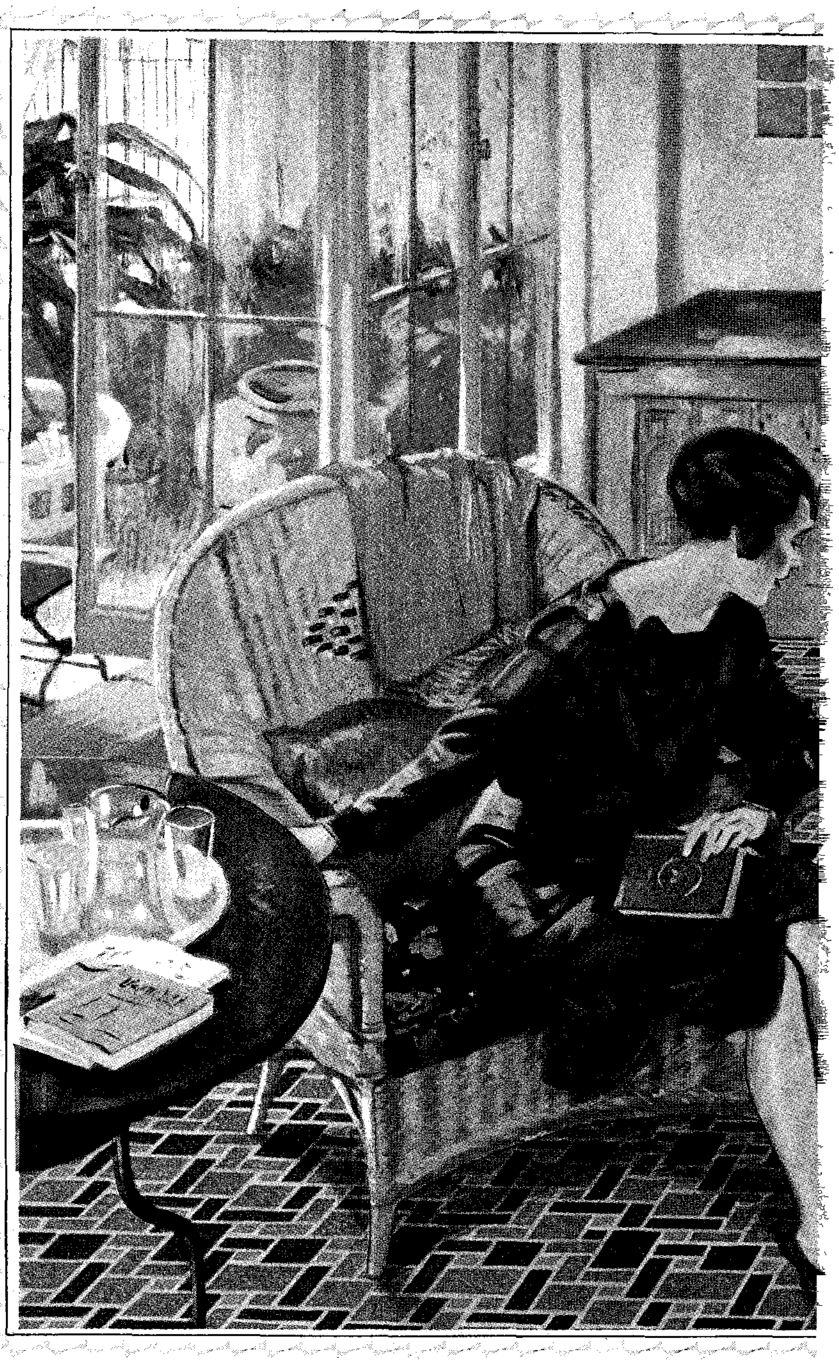

DREAMING of "Castles in Spain" might well ha
inspired the decorative scheme for this distinctive s
parlor. Like the garden outside, the room glows w
color. For both floor and furnishings were carefu
chosen to make the place cheerful and inviting, co
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The floor—with its rich-toned tiles of harmoniou
blended terra cotta, brown and tan, and smart interliners
makes a wonderfully effective background for the g
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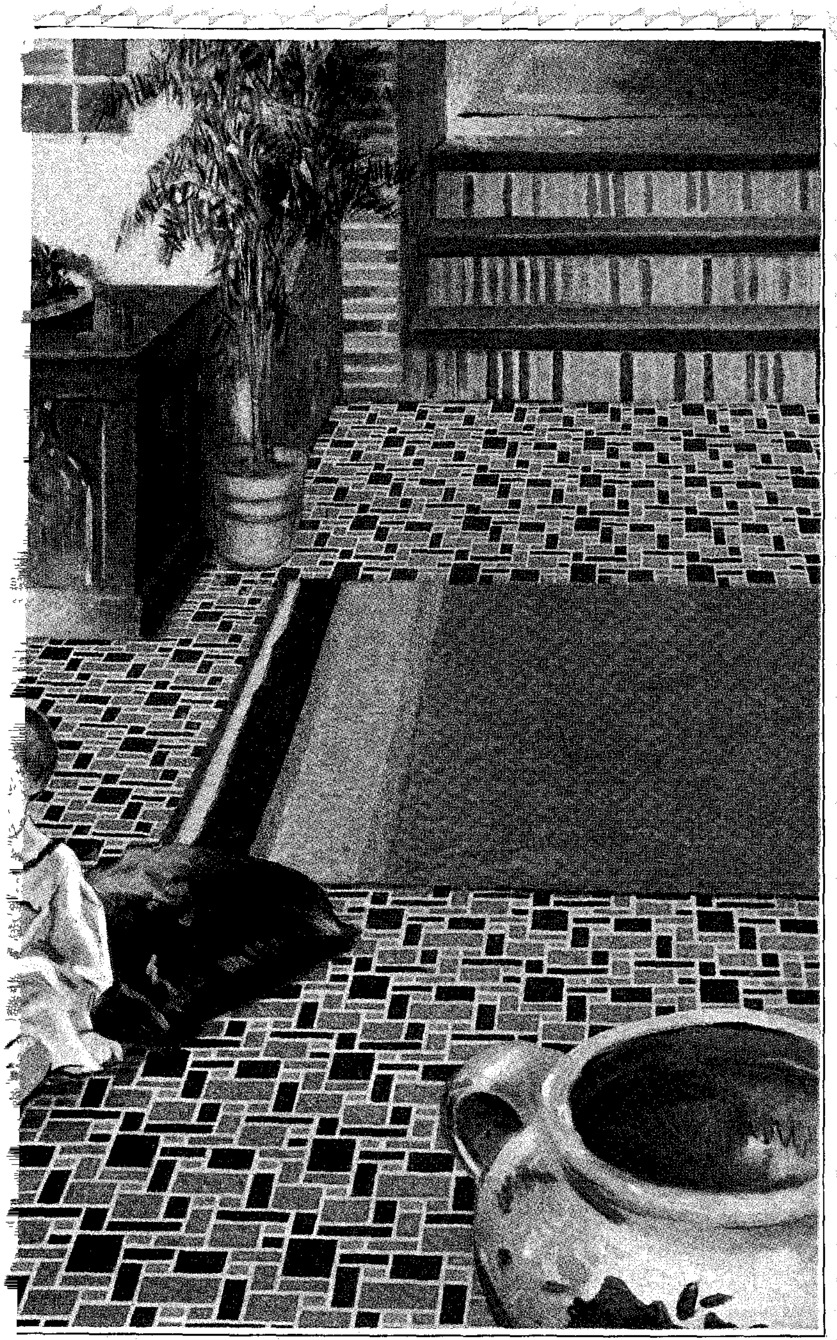

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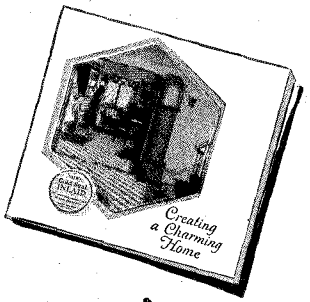

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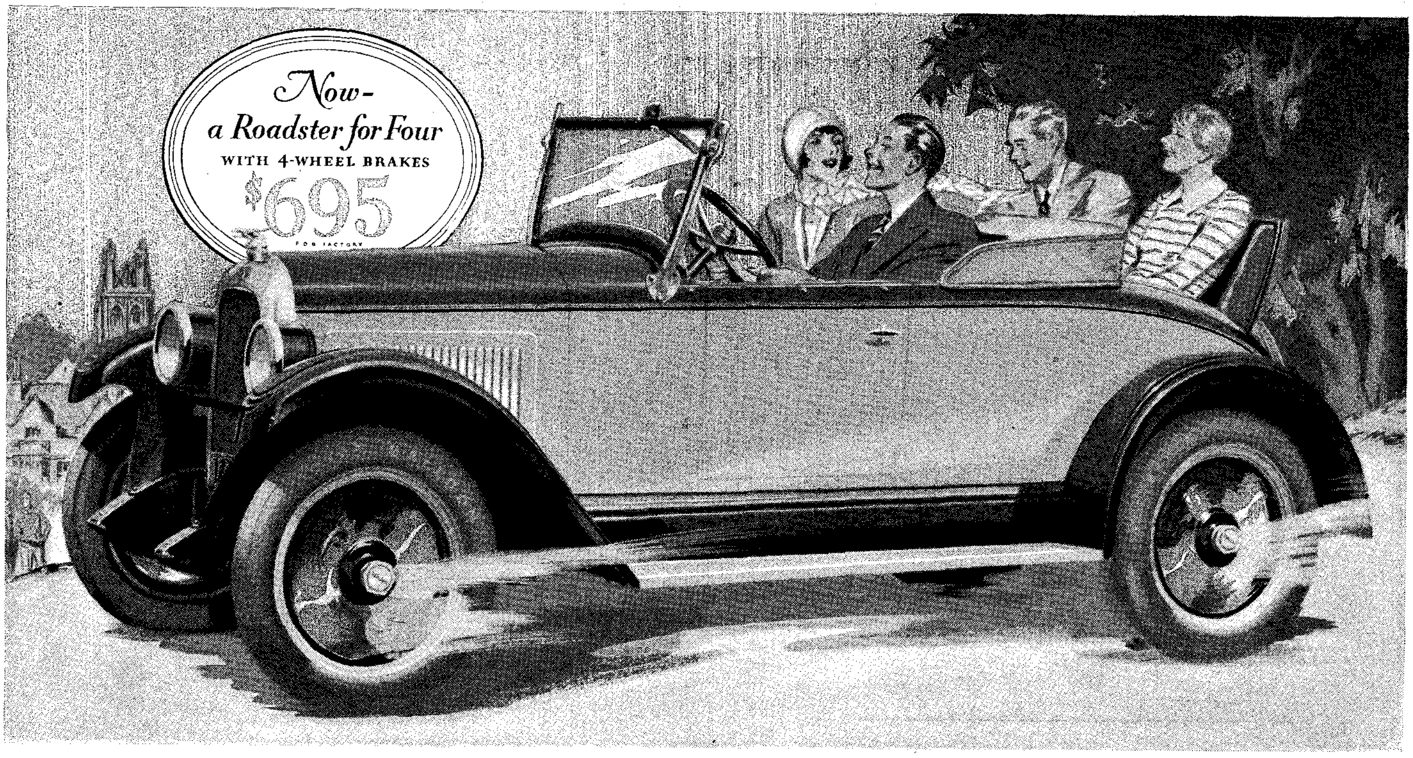

Smart as the Ritz

YOUNG Americans under sixty insist upon the mode. Peg-top trousers and long skirts belong to other years. Style is progress. The mode in motor cars is no exception.

Today's motor car has four-wheel brakes. Speed dictates them. It's safer to be up-to-date—and smarter. The Whippet Collegiate is the season's best seller in Roadsters for these reasons:

Four-wheel brakes. If you were paying $2,000 you'd insist upon them.

Seats for four passengers. Take 'em or leave 'em.

Speed—Too fast. We admit 55 miles per hour.

Acceleration—Invariably first on the green light.

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COLLEGIATE ROADSTER

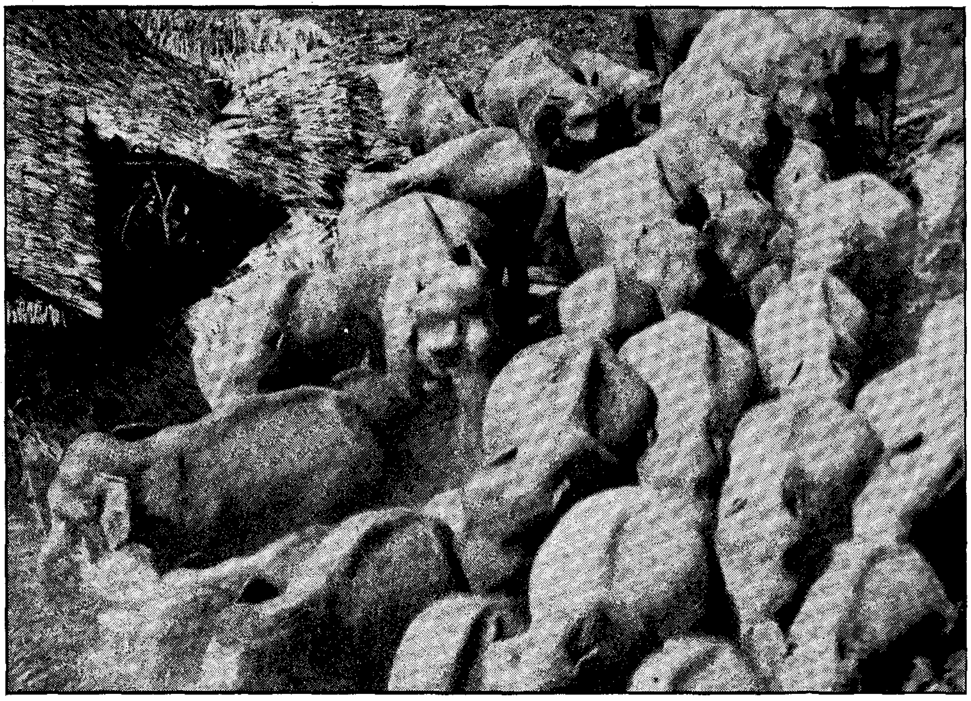
PERILS OF AN ORCHESTRA SEAT IN THE JUNGLE

THAT FACE OF FEAR!

Just a fragment of daredevil film, whose proportions prove how uncomfortably close the tiger must have been to the almost too confiding camera-man.

TWO HUNDRED ELEPHANTS stampeded upon you—and go thundering ponderously over your head! An enraged tiger launches a magnificent leap at you—and just misses! These, according to the cinema reviewers, are typical of the sensations reserved for spectators of "Chang," a movie of jungle life created by the men who made "Grass." Primitive man in his unceasing duel with the terror that stalks by night and by day—such is the elemental theme that gives unity and direction to a series of thrills unmatched for their convincing realism, according to the critics. To many of us, exclaims the New York *World* in an editorial, "Chang" will be worth "more than a dozen superproductions which cost $2,000,000," for this picture "has one quality which most pictures lack, and that is reality." And this editorial observer goes on to diagnose the trouble with the average movie, "more than the relatively trivial question of art," as "the irritating artificiality that hangs over it"; whereas of "Chang" he proclaims that "you can no more doubt it than you can doubt your eyes—and this is because those who made it went straight to nature for their materials." Like "Grass," the previous masterpiece of the same picture makers, it "deals with the struggle of primitive people against elemental things"—in this case "the dangerous battle of Siamese savages against the jungle. And this jungle," proceeds the commentator, "with the leopards, monkeys, constrictors, bears, tigers, and elephants which inhabit it, could not be faked. It had to be stalked honestly, patiently, and often at great hazard; and the result is one of the greatest photographic documents ever made." Here the enthusiastic editorialist, evidently fresh from the novel emotions of a jungle dweller in an orchestra seat, exclaims in appreciation of the elephant herd charging "into the camera's eye": "What a feeling when the field goes dark and those great legs pound right over you! It is magnificent stuff. May the movies give us more like it." According to Richard Watts, Jr., in the New York *Herald Tribune:*

> Interest in the cinema as the chronicle of actual events, divorced from the artifices of the studio, is bound to receive a tremendous impetus from "Chang." This is the jungle picture that Merian C. Cooper and Ernest B. Schoedsack, who filmed "Grass," spent almost two years in the interior of Siam making and, in the process, conquering even that gallant pathfinder, Robert J. Flaherty, at what might be loosely termed his own game.
>
> In "Chang" the producers have united the manner of Mr. Flaherty's pictorial exploits in the primitive with the mood of, say, Paul J. Rainey's African game hunt in a magnificent combination of melodrama and nature study. I wouldn't be surprized if "Chang" interested more skeptics in the tremendous dramatic power and scope of the films than any picture since "Variety."
>
> Messrs. Cooper and Schoedsack have incorporated in their work some of the most thrilling moments any dramatic form has been able to encompass. For they are, above all things, shrewd showmen, who have not been content to rely merely on the bald camera record of a journey through the Siamese jungle. Taking a simple and therefore all the more effective story of the struggle of a native family against the ravages of the wilds, they have combined it so shrewdly with their nature studies that "Chang" is certain to be a financial as well as an artistic triumph.
>
> For the new picture is at once a magnificent news-reel account of fiercely primitive life and a gorgeous show. It has drama and pictorial beauty, comedy and technical film excellence, and as a climax it succeeds in making the circus seem like a nice Shakespearean reading. Several weeks ago Mr. Seymour Stern pointed out somewhere in this vicinity the difference between news-reel films, in which the camera was used objectively, and the "created" type of photoplay, in which it was employed subjectively, and hence creatively. In "Chang" you have both methods united with enormous skill.
>
> There is, of course, the danger that a touch of noticeable artifice may creep unconsciously into a combination of the two types of picture, and "Chang" is not entirely free from such a defect. "Grass," the earlier picture made by Cooper and Schoedsack, fell, for example, considerably short of the marvelous show provided by the Siamese film, but it had a stark, heart-breaking sincerity, the tremendous tug of an entire race's battle for existence, that must of necessity be lacking from a production in which comedy and drama are mingled with a showman's conscious skill.
>
> But if you do on occasion feel that the producers have taken some thought to the invention of story values, these momentary hesitations from reality are made up for by flashes of completely



OLD-HOME HIGH JINKS ON A SIAMESE BROADWAY

Here a herd of wild elephants is filmed from above—among the tree-tops, presumably—while devastating a native village. Later, as the audience sees, many of the elephants are captured and put to work.

natural, utterly unforced and appallingly real drama. The moment when that enormous herd of stampeding elephants breaks loose is, I feel sure, the most exciting moment in motion-picture history. And when you see some of those tigers leaping right over the screen at you, little more can be demanded by any one in the way of orchestra-seat thrills.

There is in "Chang" the additional interest of wondering how in the name of everything the picture could possibly have been made. It is simply incredible, no matter how you try to explain it, how many of those scenes could have been photographed. If ever men were willing to risk death for their art, all the evidence is that Cooper and Schoedsack were the ones.

It was a happy alliance of virtues that the producers, in addition to their ability to go out and get the sort of picture they wanted, were possessors of a high technical skill. The film has many of the admirable dramatic uses of tempo that "Potemkin" and "The Big Parade" employed to such effect. In addition, it is filled with pictorial beauty and photographed superbly.

SHE JUST DOTES ON OLD DOBBIN

Little Ladah, daughter of the primitive husbandman who is the hero of "Chang," has no fear of the monstrous water-buffalo; but those formidable creatures are said to be fiercely intolerant of the white race.

Mr. Watts considers that the acting honors have been carried away by a marvelous new comedian called Bimbo, of whom he tells us:

> This Bimbo is a deliciously quaint-looking fellow with the most eloquent arms in the cinema. To keep you in suspense no longer it should be added that Bimbo belongs to that order of the simian race which, I am informed, is called the gibbon. He combines in his curious person all the best comic motifs of Harry Langdon and Wallace Beery.

The New York *Times* notes the fact that the producers give us "frequent portrayals of man triumphant" over his jungle foes, "the climax being the capture of 100 wild elephants from a herd that had previously trampled to the ground every hut in a native village." Further we are given these graphic details incidental to the making of the film:

A PRETTY TRAP TO CATCH A LEOPARD

Our artistic jungle friend, Kru, is putting the finishing touches to the bamboo structure with which he hopes to capture the beautiful but bloodthirsty beast of prey that menaces his little family.

> It is said that Cooper and Schoedsack did not have everything their own way in picturing these incidents, and that they frequently faced death, not only through the wild beasts and venomous snakes, but also through cholera, which ended the lives of seven members of their expedition.
>
> Schoedsack and Cooper divided the work of making this film. Schoedsack was at the camera while Major Cooper was behind him ready with his gun to dispatch the beasts as they charged.
>
> In one scene there is a huge tiger chasing a native hunter for thirty yards through a clearing and then treeing the badly frightened man. Schoedsack is said to have climbed half-way up the tree, relying upon the common belief that tigers don't climb trees. The tiger, however, leapt to a height at which its claws were only two feet from Schoedsack's camera.
>
> Another instance which is said to show that the producing of this film was hardly like a pink tea was when Schoedsack photographed a herd of infuriated elephants as they thundered into a village. First he photographed the herd from a distance of twenty-five yards in front of the trumpeting beasts, then he dropt into a hastily dug pit, covered by only three logs, and pictured the great animals as they passed above him. Thrice, Schoedsack explained laughingly, the timbers seemed about to yield to the weight of the pachyderms, but he continued to turn the camera crank.
>
> After "Grass" had scored a success during its showing at the Criterion Theater three years ago, Jesse Lasky offered to finance Cooper and Schoedsack in another production of natural life. Following some deliberation, the two men decided upon the idea of man's conflict with the jungle. Their next problem was to find a jungle, and by investigation they learned that Siam offered wonderful jungle areas.
>
> From Bangkok, the capital of Siam, Schoedsack explored Indo-China while Cooper went through the jungles of southern Siam. Schoedsack thought there were too many hunters and automobiles in Indo-China to serve their purpose, while Cooper discovered that the identical condition obtained in lower Siam. They were told that far in the north of Siam, in the Nan district, near the Indo-China border, they would find the jungle triumphant.
>
> The Nan district is so remote that it requires six weeks to reach it, but in rainy seasons it is inaccessible. The region was described as being about the size of the State of New Jersey. The Nan district is said to be the worst tiger district in the world. The natives of this territory, Cooper and Schoedsack found, were Laos, a jungle race, a sturdy, brave, fine people.
>
> Upon first entering this region, Cooper and Schoedsack found themselves facing many obstacles. The two men devoted several months to studying the jungle life, the ways of tigers, leopards, snakes, monkeys, elephants, and, also, those of the natives. They engaged interpreters, and then began the slow task of gaining the confidence of the people.
>
> Cooper chose for the protagonists of man in his fight against the jungle a typical Lao family. When they commenced work on the film the producers found that the natives were so afraid of being killed by tigers or leopards that they did not dare venture into the wild area unless accompanied by five or six of their fellows, all armed. The people are superstitious about killing a tiger, even if they could do so with their antique muzzle-loading guns and home-made bullets, for they believe that

A letter of introduction

—*to all the world!*

THE minute you lay eyes on him you know for certain that he's the right sort! Whether you run across him in Cincinnati or Singapore—on the Bowery or on Bond Street—no matter . . . he carries a letter of introduction *to all the world!*

Good appearance is a letter that *must* be read as soon as it is seen. It can't be denied! A clean, fresh suit goes with squared shoulders and a head held high, every time! It endorses the wearer *on sight!* It says to all who see, "Here is a chap who is on his way *up—try and stop him!*"

Which brings us down to brass tacks. Here and there in your town you will find the men who keep masculine America looking its best.

These are the modern dry cleaners whose business it is to exchange new suits for old! Under their magic, the wear and tear of everyday vanishes. Send a suit or two to the nearest one regularly. They will come back *new*—new in "feel," new in appearance—rejuvenated! The crest-fallen nap will be up-standing as of old. The self-advertising spots will be gone. The bloom of youth will have replaced the bald spots on knees and elbows . . .

Have you looked over *your* letters of introduction lately?

Published in the interest of the Dry Cleaning
Industry by The American Laundry Machinery
Company, Executive Offices, Cincinnati, Ohio

CLOTHES *DO* HELP YOU WIN

—Dry Clean Them Oftener!

Get more for your money!

How does the car owner benefit by the United States Rubber Company's operation of its own Cotton Mills?

COTTON CORD is the backbone of every tire. So no tire can be better than the cord used in it—and the quality of United States Tires benefits greatly by these cord mills.

They were established ten years ago solely for the purpose of producing an adequate supply of uniformly high grade tire cord, made strictly according to the specifications laid down for United States Tires.

The establishment and operation of these mills, like every other United States Rubber Company development, leads directly to longer tire life and greater value for the car owner's dollar.

UNITED STATES
ROYAL CORD
BALLOON
UNITED STATES TIRES ARE GOOD TIRES

Built by the FLAT BAND METHOD

STATES-ROYAL CORD-BALLOON

Answering some further Questions about "Getting More for Your Money" in Tires

Q. Does the United States Rubber Company carry the policy of producing its own materials further than the spinning of its own cord?

A. A great deal further. It owns and operates the largest producing rubber plantation in the world. There are 136,000 acres in the U. S. Rubber Plantations and over 7,000,000 rubber trees. This development dates back to 1909.

Q. Is the rubber from these plantations any better than other rubber?

A. The Plantations have an international reputation for the improvements they have made in the scientific culture of rubber trees and for the uniformly high quality of their product.

Q. You say "Made by the Flat Band Method from Sprayed Rubber and Web Cord." What have these to do with getting more for your money?

A. A great deal. The Flat Band Method builds tires in which every cord is under uniform tension. Sprayed Rubber is the purest and toughest rubber known. Web Cord gives a more intimate union between the cords and the rubber than is possible in any other way. All these United States Rubber Company developments work together for *longer wearing tires.*

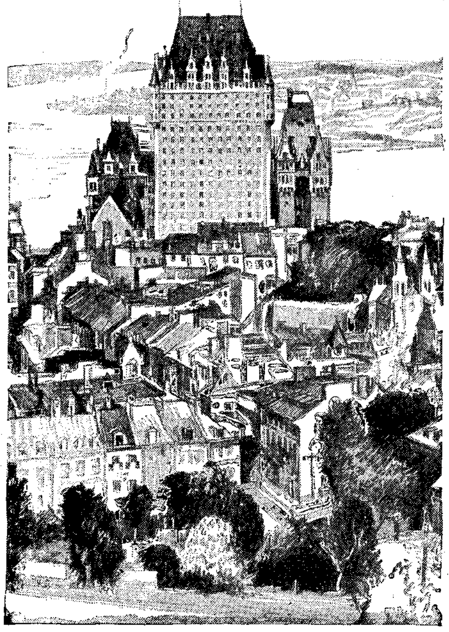
United States Rubber Company

Trade Mark

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES

from SPRAYED RUBBER and WEB CORD

Bienvenue à Québec



FESTIVALS *and* FETES *of* SPRING

MAY 20-21-22, the Canadian Folk Song and Handicraft Festival. Under the auspices of the National Museum of Canada. It centers in Chateau Frontenac. Spinners and weavers, embroiderers and basketmakers will ply their crafts. Handsome young voyageurs will sing the *habitant* chansons. Dark-eyed demoiselles will give the rhythm to the weavers. Musicians of note will render concert programmes.

June 24, the Fête de St. Jean Ba'tiste. A pageant of North American history. Floats depicting the early explorations, the colonial wars. Cartier, Champlain, Montcalm, Wolfe—all living again their dramatic parts.

Québec is lovely and interesting in spring. Apple blossoms, violets, sweet cool air with a tang of the sea. You may golf on the championship course at Montmorency . . . prowl through the three-century-old Norman town . . . and be back amidst the Chateau's modern luxury for tea. Information at Canadian Pacific, 344 Madison Ave., at 44th, New York; 71 E. Jackson Blvd., Chicago, or Chateau Frontenac, Québec, Canada.

Chateau Frontenac

PERSONAL GLIMPSES
Continued

any one who kills a tiger will be turned into a horse for the tiger to ride about on. However, Cooper explained, if a tiger becomes too daring and starts carrying off too many babies, the natives will go out and hunt him, even tho it takes a volley from five or six guns to end his marauding career.

BIMBO, THE COMEDIAN

Critics agree that he carries off the acting honors of the film, and threatens to grab some of Charlie Chaplin's laurels. He is a temperamental gibbon monkey.

Some idea of the prevalence of man-eating tigers may be gained from the statement of Dr. Hugh Taylor, the oldest missionary in the Nan district, that between 300 and 400 people were killed by tigers in the past five years. Cooper quoted the missionary as saying that one village of 100 people had lost twenty from tigers in a single year. The two film men exhibited with some pride a signed statement by a missionary that as a result of their big-game hunting, deaths from tigers had been reduced by two-thirds.

Three of their men were bitten by pythons, which are not poisonous, Cooper said, and one night a twenty-foot python invaded Schoedsack's room, which was thirty feet above the ground. After searching for ten minutes in the darkened room, they found the snake curled up in a corner, occupying a remarkably small space for such a big fellow.

In making their elephant drive, which resulted in the capture of about 100 of the herd, numbering more than 300, Cooper and Schoedsack employed seven hundred men, most of whom were occupied in the building of the elephant kraal, or wooden enclosure, which served as the trap.

One of the most interesting things in connection with the filming of "Chang" is the unusual association existing between Cooper and Schoedsack and the adventurous career led by the two men.

Cooper, a sturdy chap of medium height, who appears to be between 35 and 40 years old, was born in Florida. He studied in the United States Naval Academy at Annapolis, but left several months before receiving his commission as ensign. He became a sailor in the merchant marine, and traveled all over the world. Then he turned to newspaper work and was a reporter in Minneapolis, Des Moines, El Paso, and in New York, being a member of the New York *Times* staff. When the United States troops went to the Mexican border in 1916 to capture Villa, Cooper joined the National Guard of his native State and accompanied them to the border. He entered the World War as an aviator, gaining the rank first of lieutenant and then captain. After the signing of the Armistice Cooper joined an outfit of American aviators who formed a squadron in the Polish Army to fight the Soviet forces. Ultimately, Cooper rose to command this band of adventurers. He was captured by the Reds and was a prisoner of war in Russia for ten months. Then he joined a yacht cruise around the world as special writer for *Asia*.

Schoedsack, a lean young man, six feet four inches tall, began his motion-picture career twelve years ago as a camera-man for Mack Sennett. During the war he served in the photographic corps, and it is said that many of the most stirring reels of actual warfare in the Army vaults in Washington were the product of Schoedsack's camera. Seemingly, the thrills of his war service bred in Schoedsack a love of excitement which caused him to remain in Europe for three years after the declaration of peace. He brought his trusty camera into the Polish-Russian War; then, that being concluded, he went into the Balkans and filmed the war between Greece and Turkey.

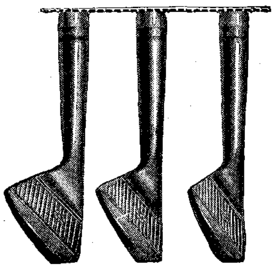
Cooper and Schoedsack met for the first time while they were soldiers of fortune in the Polish Army, and there found that their likings for thrills and realism were so similar that they formed a warm attachment. Several years later, while Schoedsack was in Paris, Cooper, then on his yacht trip around the world, cabled him that they needed a camera-man on the trip. So Schoedsack joined the expedition.

"ME, TOO!"

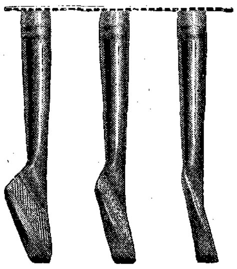
The honey-bear is evidently jealous of Bimbo's success as a comedian, and wants to assert himself as a high-class jungle entertainer, with Hollywood ambitions.

Aboard ship nights the two men discust plans for a big natural film, and "Grass" was the result. Speaking of "Grass," both men regretfully declared that they could have made of this an even more

DRURY COLLEGE LIBRARY
Springfield, Missouri



Spalding discovered that *mild steel* banishes finger fatigue



So the heads of the world's most accurately matched golf "irons" are made of this superior metal

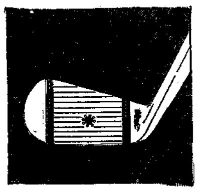
A STEEL clubhead hits a golf ball with a terrific impact. Where does the shock of the blow go? Spalding has discovered that it depends largely upon the kind of steel used.

Brittle steel resists the blow—transmitting the shock to your fingers. A succession of such blows often causes finger fatigue—that barely perceptible tiring of the finger muscles, which, by the end of a round, can affect the accuracy of your short game.

Mild steel absorbs the shock of the blow. Your fingers are relieved of the strain—a desirable condition in all your golf, a vitally important one in tournament play.

That is why the heads of all Spalding "Irons" are made of mild steel. You notice the difference in the sweeter feel of the impact as the mild-steel clubhead hits the ball.

Mild steel makes the "Sweet Spot" sweeter still

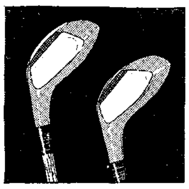


The "Sweet Spot" is the one spot on the club face that gives greatest distance to the ball, and the sweetest feel to the shot. Every golf club has a "Sweet Spot." But it was Spalding who found that by planning the distribution of metal, it could be located in the same position on every club face. And Spalding has marked it there for you to see.

It was Spalding also who originated the idea of having golf clubs match each other. Spalding clubs are so perfectly related in balance and weight that they all *feel* exactly alike. You can time your swing the same for all of them. If you have analyzed the play of champions, you know that such uniformity is the secret of great golf. Spalding has put this uniformity into the clubs themselves.

These clubs have an exact relation of lie to lie. An exact graduation in the pitches of the blades. Even the torsion and resilience of the shafts is matched.

Your wood clubs should match too



You can buy Spalding wood clubs which are as accurately related as the Spalding irons. It is important that this relation exist, too!

Own a matched set . .
Buy it complete . .
or *one club at a time*

YOU can now build up a perfectly related set of golf clubs, one by one if you wish. Spalding's new Kro-Flite Related Irons are sold one at a time.

There are three groups, or swinging weights, to choose from—indexed by one (.) two (. .) and three (. . .) dots. The irons in each group are accurately related in pitch, lie, balance and feel. Buy one or two clubs in the swinging weight that suits you best. Add to them at any time by selecting additional clubs of the same index.

Each group includes a No. 1 iron (driving iron), No. 2 (mid-iron), No. 3 (mid mashie), No. 4 (mashie iron), No. 5 (mashie), and No. 6 (mashie niblick). The Kro-Flite Related Irons are $6.50 each. Kro-Flite Related Woods—Driver, Brassie and Spoon—are $12.50 each.

Spalding also offers the famous Registered Sets. These are the sets which first brought the matched club idea to golfers.

Eight perfectly matched irons comprise the Registered Kro-Flite Set, at $65. The Kro-Flite Registered Wood Set consists of twin driver and brassie, at $30. Spoon to match, made to order, is $15. Registered Sets must be bought complete.

Ask your professional to outfit you—either one at a time with Kro-Flite Related Clubs, or all at once with a Registered Set. Spalding dealers also carry these clubs, and of course all Spalding Stores.

FREE—A GOLF CLUB BOOKLET that gives you a lot of information about clubs that you can apply to your own game. Simply request on a postal, "The First Requisite of Championship Golf" and mail to A. G. SPALDING & BROS., 105 Nassau Street, New York City.

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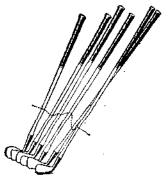
Spalding
KRO-FLITE
GOLF CLUBS

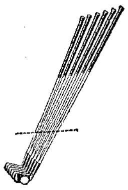
Registered sets—
sold in sets only.

Related Clubs—
sold one at a time.



AT THE LEFT is shown an average set of golf clubs. The dotted line connects the centers of balance. There is little relation between them. Your swing and timing for each club would be a trifle different.

AT THE RIGHT are six Spalding clubs. Note that they are so accurately related that a line drawn through the centers of balance parallels the tops of the shafts. The clubs all feel exactly alike. The swing and timing is the same for every one of them.



Resisting the Elements

As the sea wall resists the waves, so Copper, Brass and Bronze protect against the corroding effect of moisture in and about the home.

Rain, fog, dampness and water supply soon rust corrodible metals. A house that has Copper roofing materials, Brass pipe, Brass or Bronze hardware and lighting fixtures and Bronze or Copper insect screen cloth, is equipped with *metals that last.*

Replacement of corrodible metals is expensive. The protection of Copper, Brass and Bronze is within the means of every home owner. You pay for it only once.

Write for your copy of
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No charge

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RESEARCH ASSOCIATION
25 Broadway - New York

PERSONAL GLIMPSES
Continued

memorable production if they had not exhausted their available funds and been obliged to halt work.

Commenting on some of the technical features of the picture work, Miss Rosa Reilly writes in *Screenland:*

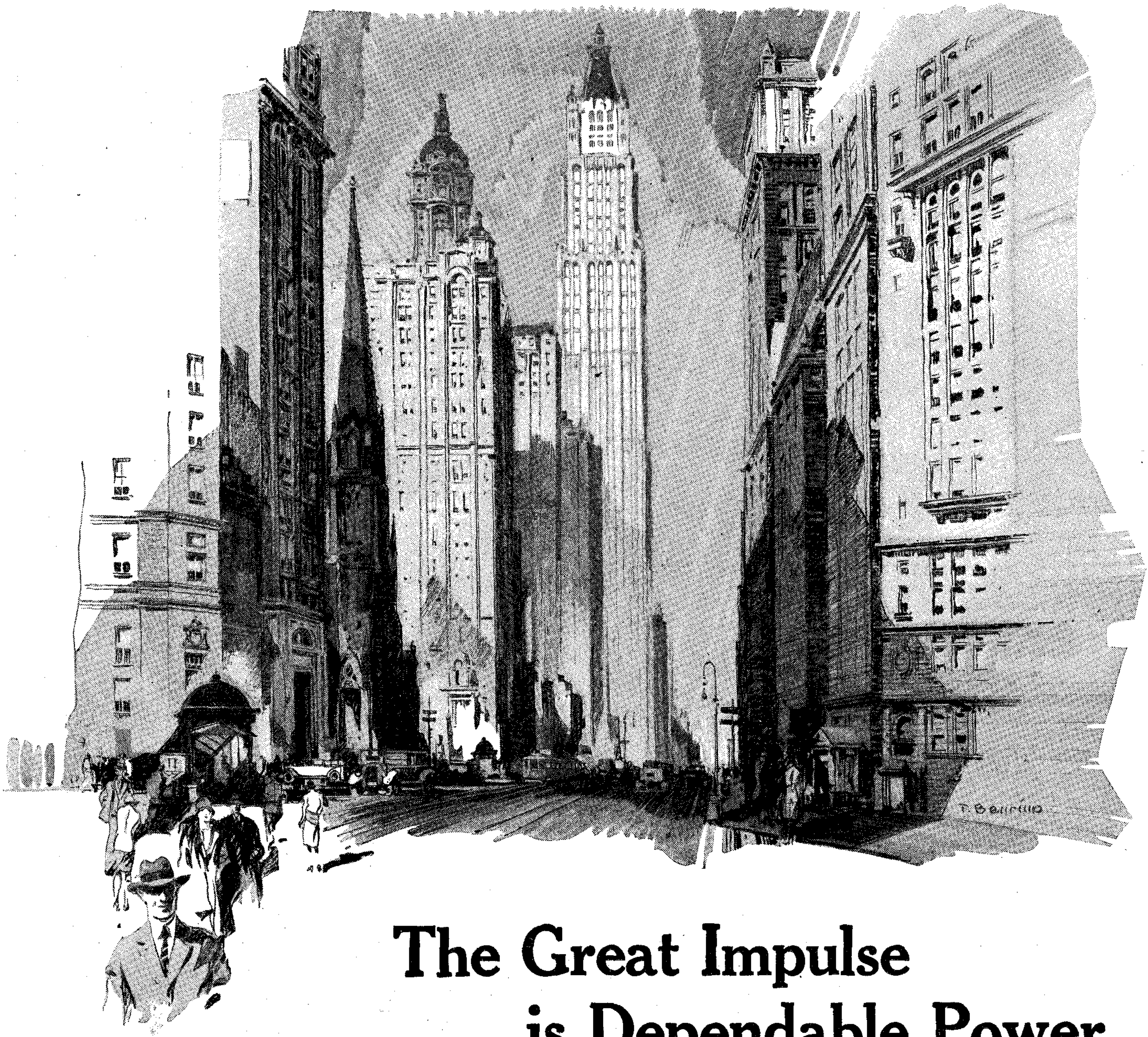
> The first glimpses sound a peaceful rhythm, with the natives cutting down trees, crushing their wheat in a primitive fashion, and a mother caring for her youngsters. The initial dramatic touch is where a leopard is beheld bent on devouring a goat, and the helpless animal is perceived butting at the spotted beast. To safeguard themselves from the perils of the area, the natives build their frail houses on stilts, and when they see signs of marauding tenants of the jungle they go forth to set the most ingenious traps, such as pitfalls, others called "death" falls, nooses and trap-doors. The bait may be a goat or a dummy and sometimes merely a sign of something that will provoke the curiosity of the leopards or tigers.
>
> The first tiger hunt is enthralling. Men are seen going forth beating on brass drums and rattles to drive the animals in the direction of the traps. You see a scarecrow or dummy suspended over a pit that is covered with thin strips of wood and branches of trees and bushes. A leopard appears and his pursuers turn and run. He evidently imagines that the dummy is another human being, and he leaps at it, struggling with his teeth and claws set in the effigy, until finally, when the rope by which the dummy is suspended breaks, the snarling beast drops into the deep pit.
>
> Possibly the most significant chapter in this production is that depicting the herd of elephants. And here again the producers have led up to their climax with considerable skill, for they first show the trapping of a baby elephant, which is tied subsequently to the foot of the house on stilts. This relatively small animal gives one an excellent idea of his instinct to depend upon bulk in his attack. He is enraged at being caught, and he tries to do the same things that a big elephant would do; he makes a valiant attempt to push away the supports of the dwelling.
>
> Following the snaring of this young elephant comes the effective episode of the elephant hunt, wherein the natives, carrying foliaged bush branches to hide behind, succeed in causing the great animals to flee—it being set forth in a title that the elephants are puzzled by the peripatetic trees. Here the screen expands, through the medium of the magnoscope, and a stirring series of scenes of more than half a hundred elephants on the run is pictured. First they seem bent on destruction, but afterward on self-preservation. The wily natives want to make a big catch, and through a shrewdly constructed enclosure they eventually succeed in driving most of the furious herd into a trap.
>
> The lighter side of the jungle life is depicted by Bingo, a simian, who is most comical in his expressions of curiosity, comfort, fright, and anger. The helplessness of a cub bear which is so well nourished that he can't get off his back, stirred up no little laughter among the audience yesterday afternoon.
>
> In the end the natives are beheld happy. They have broken the spirits of the captured elephants, and are calmly using them to help in the work of cutting down trees. The men have also killed a tiger or so and several leopards, and once more an atmosphere of calm pervades the area. But for how long, nobody knows.

JUST LOOK AT THOSE TEETH!

The Siamese man-eater clearly shows his kinship to that terror of our ancestors, the saber-toothed tiger. Some of the most exciting moments in "Chang" have to do with savage man's struggle to outwit his lordship, Shere Khan, and also to outlive him, if possible.

Mr. Mordaunt Hall in the same paper dwells upon the convincing routine of jungle life as shown on the screen. Thus:

> The colossal task of photographing these scenes is scarcely conceivable to us as we sit at home among our books. Cooper and Schoedsack aren't shooting faked tigers, nor enfeebled old zoo beasts, but young, cruel animals fresh from the jungle. Cooper stands on a high platform near the camera so that he can shoot straight down on Mister Tiger. And more often than not Schoedsack is flat on the ground or in a hole under the ground, protected only by a few logs, as a leopard charges right over his head. And added to all is that terrific blanket of steaming heat crushing out every particle of human and animal vitality. But the picture must go on.



The Great Impulse is Dependable Power

Thirty thousand motorized plants and factories—districts with 352,000 workers to the square mile, producing everything from battleships to buttons, from chemicals to clothing.

Five billion dollars worth of goods made in a year. The world's richest cargoes loaded and unloaded by motors. Everywhere motors—in single lofts, in skyscrapers, in many-storied factories. That's New York. Every modern city is dependent upon electric power for its very existence, and G-E Motorized Power is adaptable wherever power and motion are required.

There are thousands of different kinds of G-E Motors and applications—from one two-hundredth to 9,000 h.p.—the variety needed by motorized New York and other cities.

And the quality and service built into and around G-E Motors assure the dependability that will meet all these needs.

New York manufactures a greater volume of goods than any other city in the world.

"Built in" or connected to all types of industrial machines, building services, elevators, or household appliances, G-E Motorized Power aided New York in becoming the greatest industrial city, the largest population center, and the commercial and financial leader of cities. Without motorized power the New York of today would not exist.

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Motorized Power
—fitted to every need

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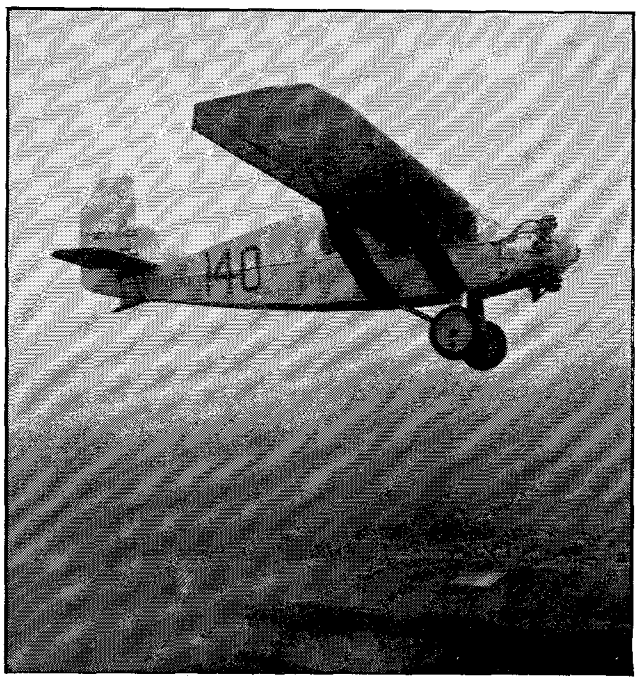
A FAMOUS FLYER'S IMPROMPTU RESCUE STUNT



International Newsreel photograph

THE IMPERILED GIRLS RODE IN THIS PLANE

It's the historic Wright-Bellanca, *Columbia*, photographed while Acosta and Chamberlin were making their endurance record of over fifty-one hours. Then, of course, the landing gear was intact.

TWO DELIGHTED LITTLE GIRLS are in the air, taking a joy ride with a famous pilot in a famous plane. They and the pilot are all unconscious of danger, but the numerous watchers on the ground have their hearts in their mouths, as they see that the landing gear of the plane has been crippled in the ascent, and that the return to earth will be fraught with the peril of almost certain disaster. Such was the situation, woven clear through with the very stuff of drama: suspense. And if the most resourceful of Hollywood directors had planned the outcome as a daredevil creation to make audiences gasp, he couldn't have composed the action more cannily than real life did. Indeed, as one editorial commentator declares, "It is safe to say that if those people who were at Curtiss Field Sunday attend movie thrillers every night for the rest of their lives they will never see such a performance as went on in real life over their very heads. Every element of drama was there: emotion, suspense, and fantastically perilous situation." And it might be added that the initial situation increased in intensity throughout the action of the drama, which consisted of desperate maneuvers to apprize the pilot of the peril, and in attempts on his part to repair the damage, and—failing that—to make a successful landing in spite of it. In the New York *World's* account of this exciting affair it is remarked that "Clarence Chamberlin may never fly to Paris, but he did a far better thing yesterday afternoon with the Wright-Bellanca monoplane in which he hopes soon to make the 3,600-mile flight to France." And we read on:

It was swift-moving drama, in which Chamberlin played the leading rôle above Long Island's three flying fields—Curtiss, Roosevelt, and Mitchel. The first act was gaiety and optimism; a slight mishap, and grim tragedy stalked the aerial stage; then a few breathless, heart-clutching seconds, and 5,000 tight-lipped spectators were cheering hysterically an impossibly happy ending.

Actually the whole thing happened in fifty-five minutes, but to the anxious and helpless watchers on the ground it seemed like hours. The formal ceremonies attendant upon the christening of the sturdy little monoplane, which last week established a new world record of fifty-one hours continuous flying, were just over.

Eloyse S. Levine, who will celebrate her ninth anniversary today, had smashed a bottle of ginger-ale on the plane's propeller hub, while cameras clicked and reporters noted that henceforth the ship would be known as the *Columbia*. Then Eloyse, a little scratched by broken glass, but nothing daunted, said she would like to go for a ride in the airplane which she was sponsoring.

It seemed a capital idea. Grace Jonas, fifteen, daughter of Ralph Jonas, President of the Brooklyn Chamber of Commerce, which announced Saturday night it was offering a $15,000 prize for the Wright-Bellanca if it flies within thirty days from Long Island to the shores of France, chimed in with a request to go along. John Carisi, factory superintendent in charge of preparing the plane for its Paris flight, started the 200-horse-power Wright Whirlwind motor, Chamberlin climbed into the pilot's seat, Carisi crawled back on top of the 400-gallon gas-tank, and the two girls were lifted to a place beside the pilot.

The plane taxied out into Curtiss Field and turned for the take-off. Chamberlin took a quick glance around to see that the way was clear and opened the throttle. With gathering speed the Bellanca roared up a slight rise in the field, hopping into the air with a distinct bounce as it reached the crest. In that moment one of the flyers watching the take-off from the throng saw the front landing-gear strut on the left side break loose from the body and the left wheel sag down and under the fuselage a foot or more.

What had happened, as the *World* reporter explains, was that the powerfully wound shock-absorber cord—designed to carry the weight of the plane when it took off for the endurance flight with a heavy fuel load—had snapt the landing gear back

International Newsreel photograph

CONGRATULATIONS ON A "NARROW SQUEAK"

Here we see Pilot Chamberlin and the two rescued maidens receiving the compliments of Mrs. Grace Levine, mother of the younger child and wife of the president of the Columbia Aircraft Corporation.

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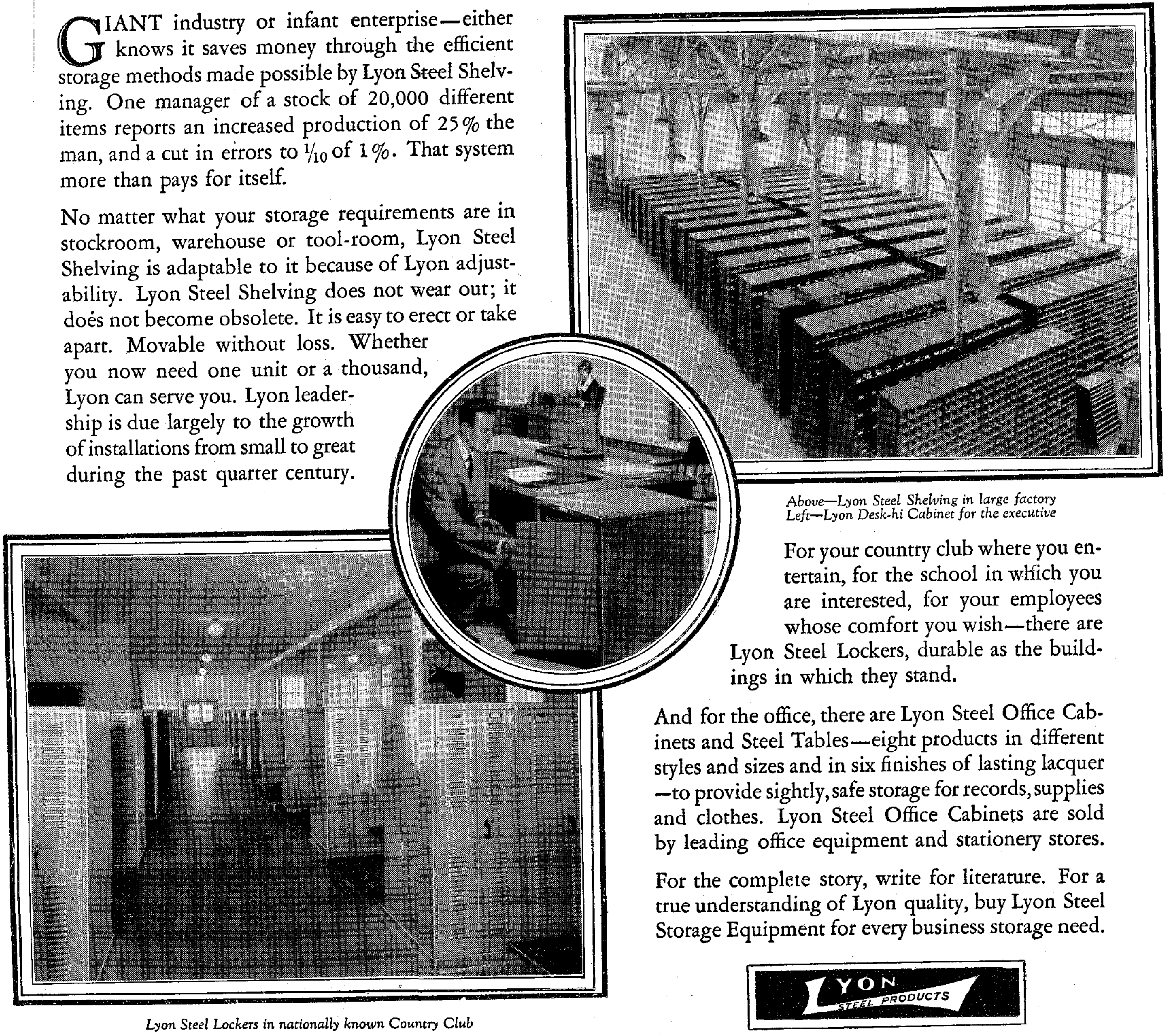

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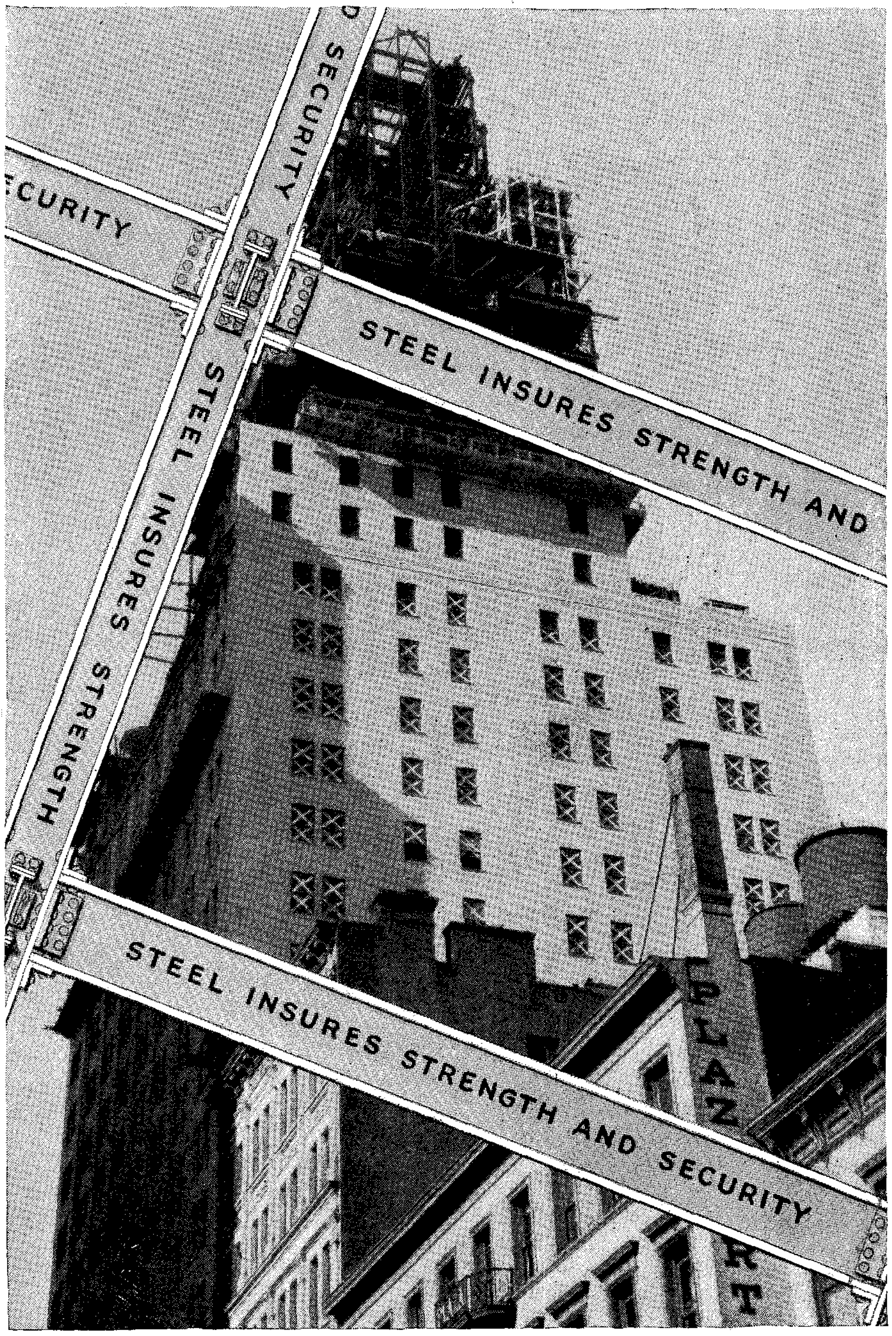

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MOTORING AND AVIATION
Continued

viciously as the wheels left the ground, shearing off a small pin in the shock-absorber journal so that the front strut was pulled clear out of the body fitting. We read on:

It was so small a thing that Chamberlin might easily fly on unaware that anything was wrong, but if he did it was certain that he must wreck the machine and kill or injure himself and his passengers in landing.

Mr. and Mrs. Charles A. Levine, parents of the child sponsor; her grandparents, Mr. and Mrs. Milton Nova, and Mr. Jonas were standing by with smiles of pride still on their faces. To them nothing was amiss.

Not so the pilots and mechanics. As if by magic, word passed among them of what had happened. Two men in greasy overalls raced madly for the Bellanca's hangar, and in frantic haste began taking a wheel from the "dolly" that is used to move the plane about. Dean C. Smith, veteran air-mail pilot, hopped into a Curtiss Oriole, whose motor barked into sudden life, and Paul Herman, clutching a rubber-tired wheel from the dolly piled in with him. In a second they were off with the flyer's conventional signal of "landing-gear trouble."

"I wondered what those darn fools were waving a tire at me for," Chamberlin said when it was all over, "and decided they wanted a race for their Oriole. I gave it to them all right, but they waved so frantically I knew there must be something wrong in Denmark and began to look over my landing gear."

He quickly found the trouble, for the Bellanca's landing gear is easily visible from the pilot's seat, and a close inspection revealed the dislocated strut. Then he started to figure out what he would do. The girls, meanwhile, were having the time of their lives and were enjoying particularly the "funny" gestures of Smith and the Oriole.

Chamberlin told Carisi what was wrong and had him pass ten or fifteen bags of sand—about 350 pounds—that had been placed in the rear of the fuselage for ballast (the plane was "light" with only forty gallons of gas and slightly nose-heavy) up where Chamberlin could drop them out the window. He did this with one hand while circling over Roosevelt Field, far from the crowd, in order to have the plane as light as possible against the time when he must come down.

At last all the ballast was overboard, but the continued circling had made both Carisi and the Jonas girl air-sick. Meantime the Curtiss Field emergency truck with fire extinguishers, etc., was standing by for the landing, and an ambulance had chugged up from Mitchel Field. The relatives of the two girls now knew how serious the situation was, and the arrival of the ambulance—by coincidence immediately beside them—caused the girls' parents to shudder and turn away.

Meanwhile stirring things were happening aloft, where Carisi, despite the tricks his stomach was playing him, continues the *World* account, volunteered to hang head down half out the left-hand window of the plane and try to put the displaced strut back in place, while Chamberlin

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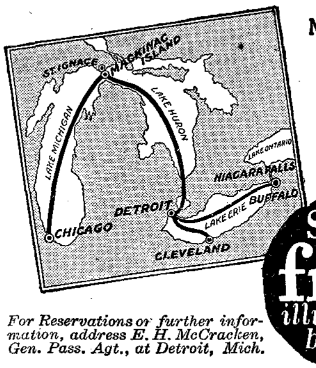

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MOTORING AND AVIATION
Continued

held him with one hand and flew with the other. This plucky attempt ended in failure, and—

> Chamberlin then ordered Carisi and Miss Jonas, as the heavier of the two girls, into the cabin behind the gas-tank, telling them to stand on the side of the good wheel. He told the children in a matter-of-fact manner that one wheel was loose and the plane might tip over in landing but not to be frightened. They took the news quite unconcernedly and did as they were told.
>
> On the ground, G. M. Bellanca, anxiety and misery written in every line of his face, watched the plane through binoculars. To him this thing spelled disaster for his New York-Paris hopes. Near by, W. B. McMullen, Curtiss pilot, hurriedly chalked "Land at Mitchel" on the yellow fuselage of an Oriole and with Brice Goldsborough, Pioneer Instrument Company expert, once mentioned as possible navigator on the Paris flight, and Mechanic Stultz aboard, took off to give Chamberlin this instruction. Chamberlin nodded and grinned and circled Mitchel Field carefully until he saw the ambulance and the trouble wagon arrive there.
>
> Then he landed. He came down with all the skill that he has, and to this he says there was added a lot of luck. The monoplane was banked over until it touched the ground simultaneously with its right wing tip, its right wheel and the tail skid. But for its marvelous controllability and the fact that its wing is so far from the ground, he must have wrecked the machine, he said, but the plane rolled along easily some 200 feet, the right wing causing it to "ground loop" slightly to the right.
>
> Then it settled over on the left side, the unsupported wheel came up and cracked the front bracing strut from the body to the wing, the left wing touched and slid along, the plane swerved to the left and stopt with no more damage. Not even the fabric on the wings was hurt, and the plane can be repaired in two days.

And then this quaint anticlimax, like the "kick" of an O. Henry story:

> The girls got out and turned to the pilot with extended hands.
>
> "Thanks for the ride," they said, and smiled.

Later, of course, they learned of the excitement their predicament had caused. At which the rescued maidens were duly imprest, and more ardently interested than ever in Chamberlin's projected flight to Paris with Lloyd W. Bertaud, in the hope of capturing the Orteig prize. In that connection the New York *Times* tells us:

> Mr. Bellanca took occasion to-day to answer criticisms which have been leveled at the transatlantic attempt. One critic was quoted as saying that such attempts were hazardous and instead of aiding aviation set it back years if unsuccessful.
>
> "Some one must pioneer," Mr. Bellanca said. "That is how aviation has come as fas as it has. If Columbus had waited until the *Leviathan* was built to cross the Atlantic where would we be now?"

THRILL OF AN AIR CRUISE AROUND THE WORLD

EVERYBODY will be longing to take an air cruise around the world before another generation has passed, declares Sir Alan Cobham, whose record-breaking flights from England to Australia and other parts of the Empire have given him a unique fame. Four persons could to-day get into a flying-boat or air-yacht and cruise around the earth, stopping wherever fancy dictated, and at last coming around to the starting-place. The chief obstacle would be the expense. It would cost four persons about $200,000 to make the round-the-world flight in an air-yacht. Nearly half of that amount would be invested in their machine, and the rest would go into repairs, supplies, and assistance at the stopping-places. Writing on this subject in the New York *Times*, Sir Alan goes on to make the surprizing statement that the least troublesome part of such a trip would be the engines. Hear him:

> Only a few years ago engine failure was the rule. If a man remained up long enough to complete his flight from one place to another, he looked upon himself as exceedingly lucky. But engines are nearly perfect to-day. Engines have been run continuously, without once stopping, for more than a hundred hours—a third of the distance around the earth, if they had been pushing a plane in that direction. There is less wear and tear on a machine to-day than formerly; and, oddly enough, there is less wear and tear on a plane while it is in the air than while it is standing idle on the ground. If you use a hydroplane, seaplane, flying-boat or amphibian, the chances are that you will be able to get through without unusual difficulty.
>
> One meets, of course, with emergencies everywhere in the air. The pilot must be resourceful, especially where there is no proper ground organization to help him out. It is about the same as a long trip with a motor-car. You could not traverse the United States by motor if there did not exist every few miles adequate service stations, fuel and spare parts, and mechanics who know enough about your machine to put it together again when something happens and the parts begin dropping off along the route.

Then Sir Alan proceeds to tell of some interesting emergencies which he has encountered himself:

> I have vivid memories of my flight from Cape Town, South Africa, back to London. I had already made the trip out to the Cape and thought I knew enough about conditions to warrant confidence in the return flight without incident. But on arriving over a small village known as Ndola in Northern Rhodesia, I swung down for a landing in the clearing. It had been made for our landing, and I was wholly confident. Imagine my surprize, then, to feel the wheels sink deeply into the soft earth—a narrow escape from cracking up. The Commissioner who greeted me explained that the night before they had measured five inches of rainfall. It had transformed the landing ground into a temporary swamp, which looked perfectly smooth and comfortable from the air, but actually was muck.
>
> Huge cavities formed wherever we tried

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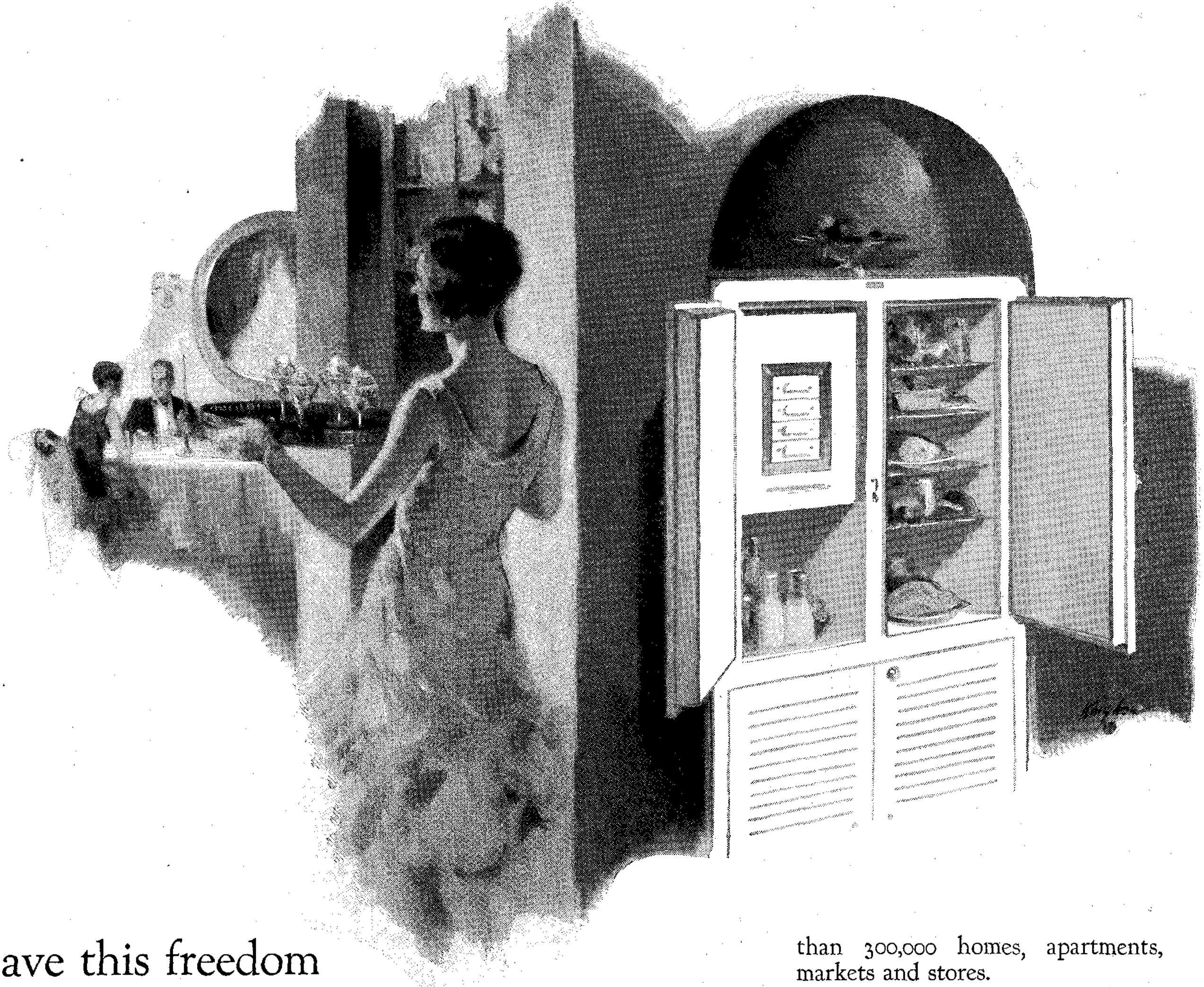

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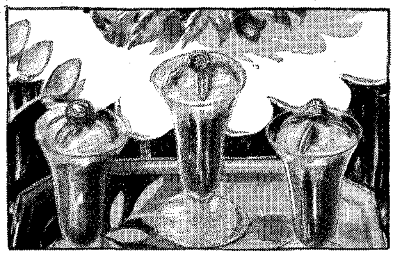

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MOTORING AND AVIATION
Continued

to wheel the plane, and I could not taxi over to one side of the field. It appeared as if our flying dash from the Cape to London was about to halt right then and there, all because of a heavy shower. I was at my wits' end to decide what to do, and it seemed as if I could do nothing. My resources failed utterly. That night while we were lying in the soft beds provided by the Commissioner we heard the patter of more rain, and next morning the recording instruments registered another five inches. After breakfast I went out in the hot sun and commenced stamping up and down across the field—partly in anger and vexation, but more than that, in a rather half-hearted attempt to see if the ground was hard enough to bear the weight of the machine after the earth had settled and dried out.

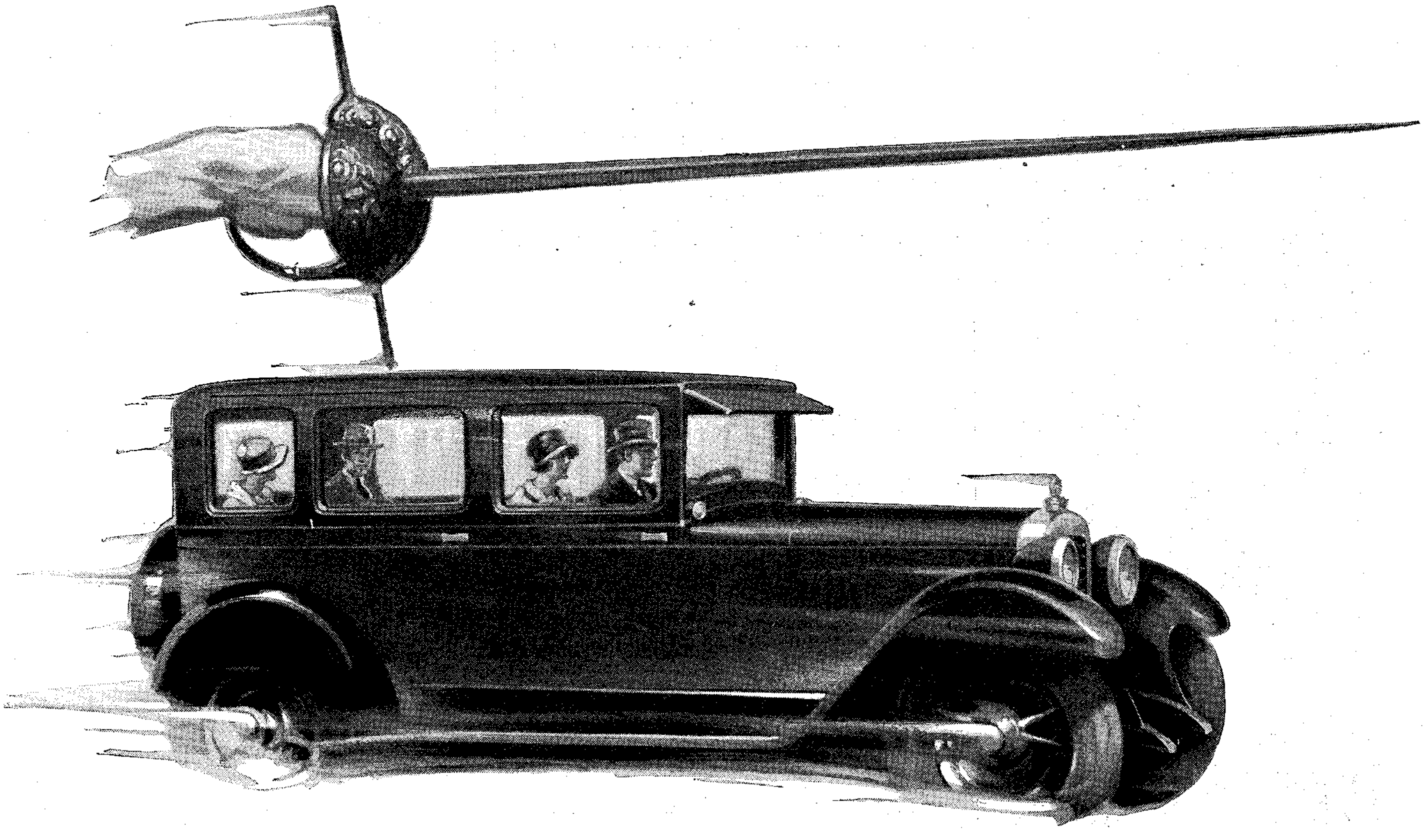
Then the sympathetic Commissioner came up and suggested that he get the entire village out to march up and down a track in the field and thus stamp it hard. In a few minutes more than a thousand natives were out, this small army marching up and down, barefoot, in regular formation, singing and shouting and stamping the earth back into place, under the watchful guidance of their leaders. All morning long they marched up and down. The sun came out and clouds of steam rose from the backs of the perspiring army as well as from the ground, which was rapidly drying out. As holes were found they were filled in, and gradually there took form a runway as wide as the machine and several hundred yards in length. It is surprizing what a thousand men can do with their feet, and the bill was only $7.

We have learned much from these long-distance flights. I should not, for instance, care to undertake any large amount of overwater flying without the body, boat or floats of my machine being made of metal. On several occasions I have found the wooden construction subject to leakage. Wood always soaks up water, no matter how it is put together. On a long trip, say of a month, the water absorbed by the hull would add about 300 pounds to the weight of the machine. This is a serious matter when you reflect that the machine can take only so much weight into the air and supplies, crew and tools always weigh just a little bit more than you had figured on in the first place.

Some of the routes that would appear easiest for round-the-world flying, when one looks at the map, are almost impossible from a practical standpoint, says this air expert, adding:

Take the course of the American air-service flyers on their flight around the earth. They avoided the longest overwater jumps, crossing the Pacific by way of the Aleutian Islands into Japan, and on the Atlantic hop coming over by way of Iceland and South Greenland. They found the North Pacific full of bitter cold and storms in the winter season, and at all other times it was fog-bound, almost impassable. The North Atlantic was ice-choked and likewise mantled in fog.

On the other hand, one is almost certain to encounter extreme heat if any but the northernmost routes are taken. Nearly all the routes extend across the Persian



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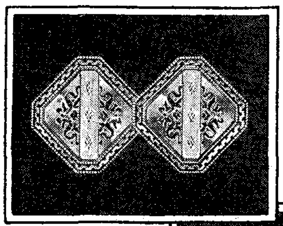
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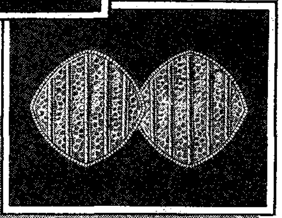
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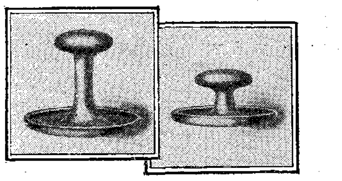

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MOTORING AND AVIATION
Continued

Gulf, and in the warm seasons that is one of the hottest places on earth. On our return from Australia, flying between Bushire and Basra, Mesopotamia, the heat was simply unbearable. There was a stiff breeze, but what a breeze! It was so blisteringly hot that if we put our heads over the side so as to catch the slip stream from the propeller, this blast seared the skin like a white hot flame. When the air reaches a temperature of blood heat, the wind seems much hotter than that; and the faster one travels against this wind the more difficult it is to resist its evil effect. I would rather fly through freezing air than that kind of heat.

There are other obstacles, Sir Alan remarks; and then comes this illustration from his own experience:

The internal combustion engine is made to function at normal sea-level where the atmosphere is at maximum density. In several parts of the world the excessive heat serves to rarefy the atmosphere. On the way out to Australia we had trouble with this condition at Bundar Abbas on the Persian Gulf. Before leaving London I had acquired all available information concerning every leg of the route, and at Bundar Abbas, it appeared, I would find calm seas; so there I had located one of my stops for fuel.

As we approached the place the sea actually appeared rather calm; but as I set the plane down on the water it became a welter of heavy rollers, which would soon pound to pieces anything anchored in the roadstead. When the natives flocked down to the water's edge, I had them haul the plane far up on the beach, and then we took shelter under an awning at the British Consulate. Fifteen minutes' rest and we were again out in the hot sun, only to discover that the tide was running out and that the plane would soon be several hundred yards from the water. The tide would not come in again until one o'clock the next morning.

At that unearthly hour all hands were out on the beach. We started to tow the machine out to her moorings. Several natives had been employed to help with this towing, their duty being mainly to see that the plane did not run into any obstructions. There was only one obstruction possible, the Consul's launch, which was riding at anchor; and into this my inexperienced recruits permitted the plane to drift. There came a crunching and splintering of wood as our wings crashed into the boat; and it was only by chance that we managed to get the machine away before she broke up. As it was we had to tow her back to the beach for repairs. We were delayed at Bundar Abbas for four nights because of the heavy seas, which did not permit our taking off.

The round-the-world tourist who takes the flying routes will find himself up against these minor difficulties, we are told, until such time as every port of call is adequately equipped with service stations and trained personnel every bit as efficient as is the system of handling ocean craft to-day. The British aviator then lets his imagination soar thus:

Of all the big record flights yet to be accomplished, a round-the-world cruise along a practical, every-day flying route would be the really sterling test for aviation. It would blaze a trail that others would be bound to follow.

It would mean about 30,000 miles of flying in all kinds of weather, through fog and storm, intense heat and, possibly, the other extreme of cold. There is a route that would make as nearly as possible a great circle around the earth, crossing the equator. I think it can be done with a large flying-boat, adequately equipped and operating as an independent unit, save for fuel and food supplies to be taken on at strategic points.

I should leave England, flying southward along the coast of France, Spain, and Morocco to Dakir, thence over the South Atlantic to Brazil, down the coast of South America to a point beyond Buenos Aires. There I should nose inland, crossing the Andes at about 8,000 feet altitude, and land at Valparaiso. From here I should have to jump out over the Pacific to the Island of Juan de Fernandez, thence take a 2,000-mile jump to Easter Island, on to Pitcairn Island, to Duci, and through the South Pacific, which is dotted with islands, to Australia.

From Australia I should strike upward again along the route that I took on my return flight to London, including Java, Singapore, southern India, the Persian Gulf, and then up the Euphrates River. Leaving the Euphrates, I should jump 100 miles overland by way of Aleppo to the Mediterranean, and so on back to the British Isles.

HOW IT FEELS TO DROP FROM THE SKY IN A PARACHUTE

"BEFORE my body twisted in the air I was looking downward onto the field. Even in that brief interval I saw again the upturned faces of my friends, the flat, red roof of the hospital, and the ambulance, in motion now, rushing down the field to get under me. That ambulance—would it pick me up alive or dead? Then my head dropt forward ever so slightly, and my body instantly followed it, and I began turning a series of violent somersaults. I was falling then. There was no longer any doubt about that."

It is Lieut. Herbert Cramer talking. He is telling how he felt the first time he leaped from a moving airplane 3,000 feet from the ground and depended on a parachute to land him safely. J. Irving Crump writes it up for *Boys' Life*, and in that magazine the Air Service Lieutenant's story appears under the title, "I Take My First Parachute Jump." He begins:

"Altho I have been flying for seven years, it was not until last summer that I was given permission to make my first jump. Most of my military service was spent at McCook Field in Dayton, which is the experimental aviation field for the Army, and where Lieutenant Macready made the altitude record, and Lieut. Jack Harding, of 'round-the-world fame, was my buddy. At McCook Field during 1919 and 1920, it seemed to be particularly hard for a pilot to get permission to make a parachute jump, chiefly because a request had to be navigated through so many and devious military channels. Permission

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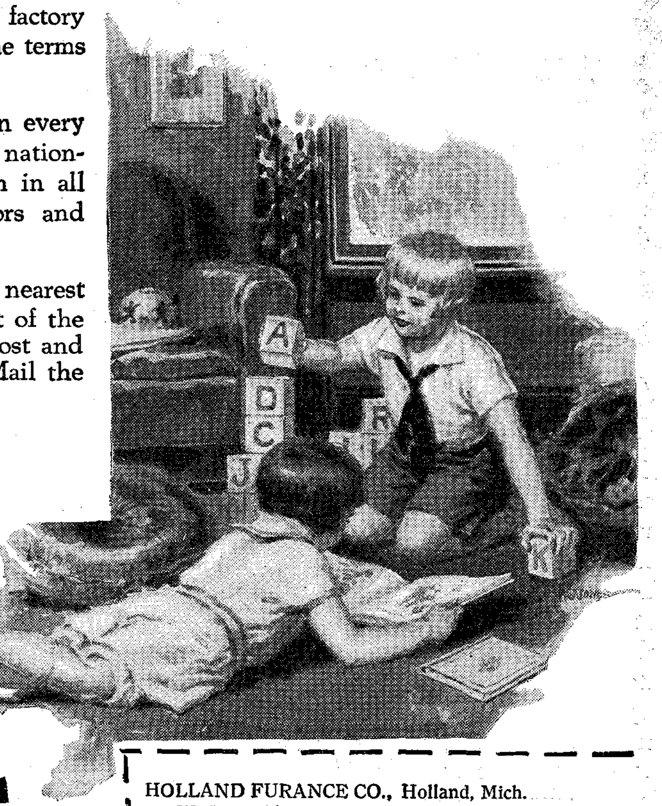

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Lit. Digest, 5-21-27

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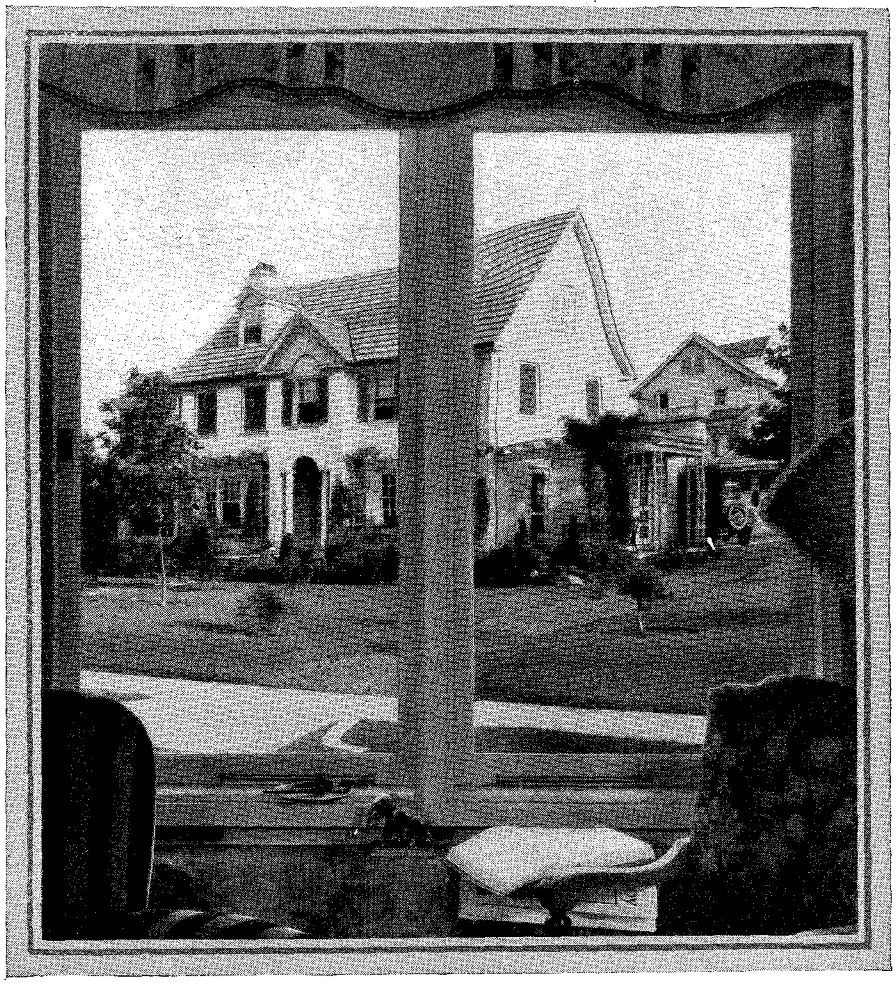
said the architect (*he was wise*)



"You can see that there are two kinds of glass in this picture. The window on the left is glazed with polished Plate Glass. You can see that it does not present the slightest obstruction to your eyes. You see through it as easily as though it were not there at all. For Plate Glass is rolled, ground and polished until it attains a superb and brilliant clarity, impossible to secure by any other methods. A special process of annealing toughens it. Close inspection insures freedom from imperfections. It is thick and solid, reducing sound and conserving heat. It decorates both the inside and the outside of your home. How much? . . . The cost of Plate Glass will cost only about one per cent of the total cost of any home.

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Nothing Else is Like It

MOTORING AND AVIATION
Continued

was only granted after the request had received the 'O. K.' of Squadron Commander, Post Commander, Corps Area Commander, and the Chief of the Air Service, and since requests from ambitious jumpers were never of any great importance, they all too often became pigeonholed along the line.

"As a member of the R. O. T. C. at Mitchel Field this past summer I again made application to be allowed to make a 'live jump,' and to my amazement the request was immediately granted. It might be well for me to explain here what is meant by a 'live jump,' and to differentiate between a jump from a moving airplane, and the spectacular old carnival stunt of a 'jump' that is really a drop from a Montgolfier balloon.

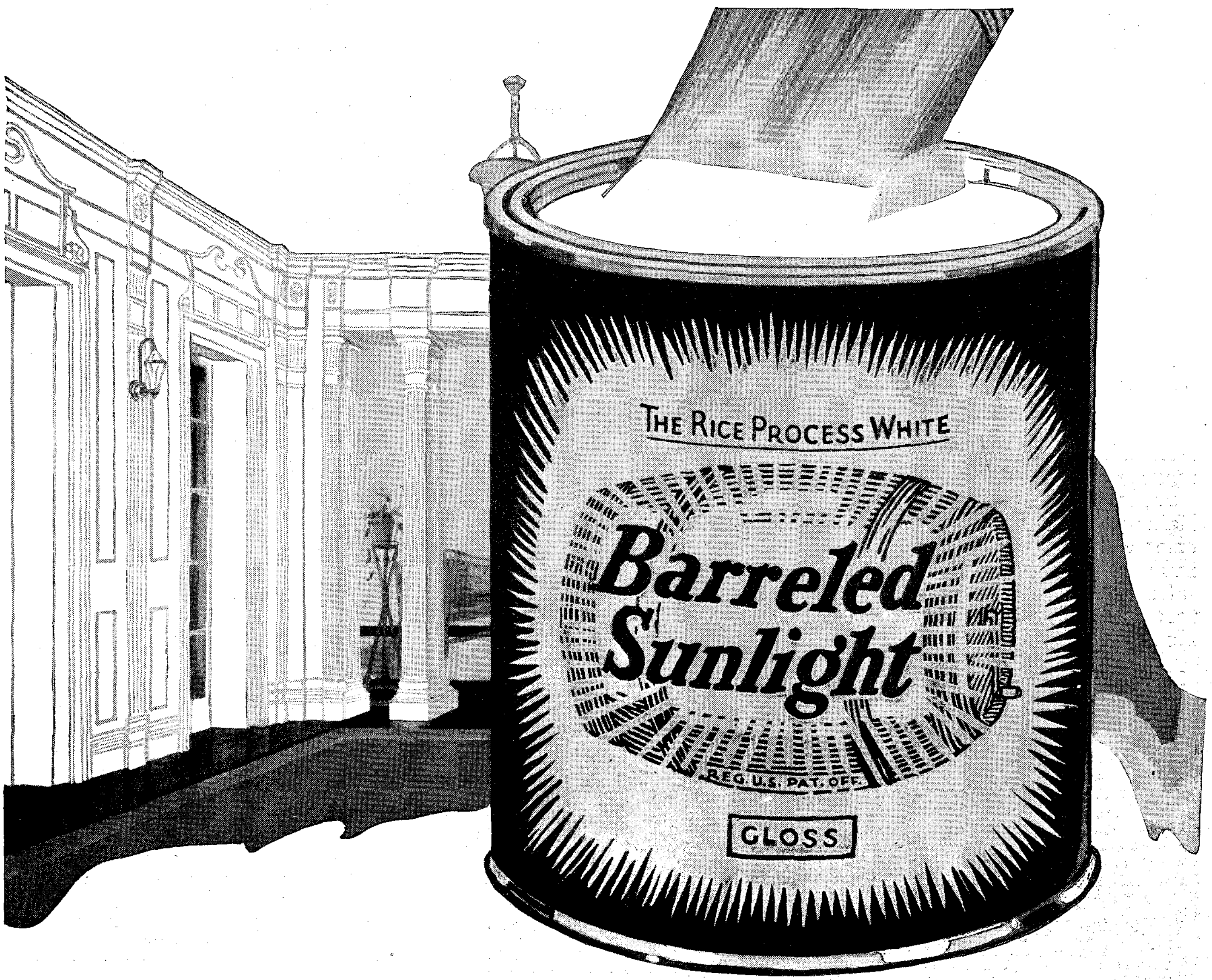
"Not to depreciate the courage and hardihood of the pioneers in parachute work, I want to say that there is a vast difference between leaving an airplane with a parachute and dropping from a balloon. For one thing, the airplane is usually moving through the air at a headlong speed of at least one hundred miles an hour, while a balloon scarcely attains a quarter that momentum. There are stabilizers and rudders all to be cleared from an airplane, any one of which might easily cut a man in half. The man who drops from the Montgolfier has his parachute ready to open instantly. The aerial jumper's parachute is packed in a neat pack 18 by 32 inches long. He depends upon a tiny pilot 'chute to open the larger one, and altho most times they work perfectly, yet in my flying experience I have seen two that refused to work, one failing utterly and allowing a student to drop 3,000 feet, to his death."

There are two forms of "jumps" from a moving airplane, we learn, and the Lieutenant goes on to explain them:

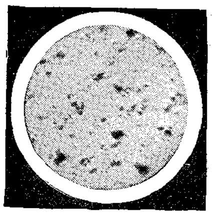
"Differing from the 'live jump' is the 'drag off' in which the jumper climbs out upon the upper surface of the wing, pulls the rip-cord of his 'chute and lets it stream out into the air until it opens and drags him clear of the wing and into the air. This type of jump can only be safely made from an airplane such as the Martin bomber, on which the wing-span is greater and the wing-tips extend so far out there is no danger of the student jumper becoming entangled with the tail or stabilizer.

"But from the smaller type of planes, anything below the bomber type, the jump is usually made over the side of the fuselage from the cockpit, the jumper literally throwing himself clear of the plane in a 'live jump.' Such was the form of jump I proposed making for my first attempt. I would have been just as well pleased to try a 'drag off' for my first experience, but there were no planes of the larger type at Mitchel Field, and when my orders came through they specified a 'live-jump take-off to be made at 10:30 o'clock Wednesday.'

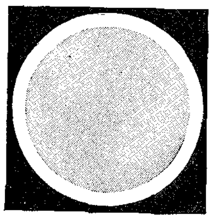
"I'll admit a sinking feeling in the pit of my stomach as I read the order and stopt to think what I had let myself in for. I realized it was only my craving for additional adventure in the air that had prompted me to apply for permission to jump, and it would have been far safer for me to have continued with the daily routine of flying. As it happened I was



Replacing both paint and enamel



Ordinary Flat Finish White Paint



Barreled Sunlight Gloss Finish

The microscope shows why Barreled Sunlight is so easy to keep clean

These photographs of paint surfaces were made through a powerful microscope. The astonishing contrast shows why Barreled Sunlight is so easy to keep clean. Smooth, unbroken and non-porous, it resists dirt and washes like tile.

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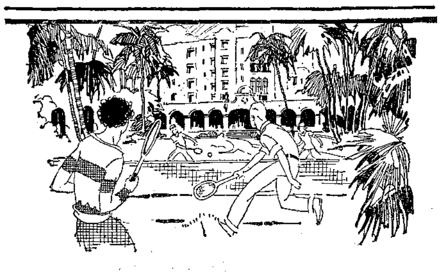

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MOTORING AND AVIATION

Continued

the only member of the camp to make application to make a parachute jump up to that time, altho three days later a Major made the jump and only escaped being killed by the narrowest margin.

"At quarter-past ten on Wednesday morning, Sergeant Pearson, in charge of the Parachute Department, informed me that it was time, to put on my 'chutes, and with his help I strapped myself into the webbing. For those who do not know the equipment of a jumper I might explain that there are two 'chutes attached to the webbed harness that is strapped about the body: the main parachute, which has a twenty-eight-foot spread, and an auxiliary, or emergency 'chute, which has a twenty-two-foot spread. Both are made of the lightest but most substantial kind of Pongee or Habutai silk, the larger one being strapped to the jumper's back, and the smaller one being strapped to his chest. Each has attached a pull-ring and rip-cord which, upon being pulled unlaces the pack containing the silken 'chute and throws it to the wind by means of the pilot 'chute with a spring arrangement. The pull-ring for the main parachute is partly encased in a pocket of the webbing on the jumper's chest and the rip-cord extends over his left shoulder to the lacing of the pack. The ring to the smaller 'chute is also partly encased in a pocket on the right-hand side of the pack on the jumper's chest.

"As I examined the pull-ring of the main 'chute, and the way it was tucked into the pocket of the webbing, it did not look half large enough or anywhere near accessible enough to be seized and pulled while I was tumbling crabwise through the air 3,000 feet above the ground. I asked the Sergeant if there was any reason why I should not take the ring from the pocket and let it dangle on my chest.

He grinned.

"'Don't you worry, Lieutenant,' he told me, 'your hand will find that ring and never be conscious of the moment you pulled the rip-cord. You couldn't keep your hand away from it if you tried' And he was right. I do not recall the moment my fingers found that ring and yanked the rip-cord free. In fact, it was not until I reached the ground that I realized that I had not held onto the ring, but had thrown it away, thereby losing seventy-five cents worth of equipment that belonged to Uncle Sam."

Lieutenant Cramer was ready and waiting at ten-thirty, but Lieutenant Wilson, who was to take him up, could not get away then. There was a delay of an hour, and Cramer began thinking of all the terrible things that might happen to him. He remembered the fate of Lieutenant Caldwell, who had been killed by becoming entangled in the controls of the plane he was jumping from, and that of an Englishman whose parachute refused to open, and whose fall, witnessed by Cramer, was not a pleasant thing to think about just then. He continues:

"At last Wilson appeared with another pilot, Lieutenant Frict, a very capable and experienced aviator, but a pilot who had never before taken up a jumper. We were photographed, then I climbed in the rear cockpit of the glistening white machine. The motor started with a roar and presently we were circling the field and climbing higher and higher. We reached 2,000 feet. Never in all my flying experience had I stopt to consider just how high 2,000 feet really is. I looked down onto the field and saw a group of tiny pin-points of white; the faces of my friends upturned, watching me. I saw the hospital. I saw the ambulance. My, but they were a long way down.

"We climbed higher. 2,500 feet; 3,000. Lieutenant Frict had told me on the ground that I should watch his head and when he slowed down the motor and nodded I should begin to climb out of the cockpit and cling to the side of the fuselage. He eased off on the motor a little above 3,000 feet and nodded his head (talking or even shouting to each other is impossible because of the roar of the motor). There was something ominous, it seemed to me in the way he did it, without looking back.

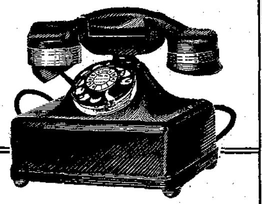
"That was my cue. The rest was up to me—and the parachute. Would the thing open, or would it fail me? Would I go sailing lightly downward, or would I plunge like a plummet and—suffer the fate of the Englishman out at McCook Field? Those were the thoughts that leaped first to my mind. But they gave way instantly to others. I looked for the pull-ring at my chest and slipt it out of the pocket in the webbing to let it dangle on my chest. As it happened, that was a very stupid thing for me to do.

"I began to climb over the edge of the cockpit then. The machine is equipped with a step toward the bottom of the fuselage and the Sergeant had instructed me to ease myself over the edge of the cockpit until my left foot was on the step, then to reach forward and grasp the edge of the pilot's cockpit with my left hand and cling to the edge of my own cockpit with my right hand and my right leg hooked over the edge and bent at the knee."

Once again he looked for the ring that was to open the parachute—the ring that meant life or death. The wind had whipt it out of its pocket, and he found it entangled in his webbed harness. At the risk of being torn from the side of the airplane by the wind, he reached out and disentangled it. He goes on:

"Then I paused a moment and recalled the instructions of the Sergeant: 'Throw yourself out from the ship as far as you possibly can, so that you will escape the control wires and stabilizers.' That immediately became my biggest fear—that I might not fall clear of the tail. Those ailerons hissing past at a hundred miles an hour would slice me in two as neatly as a knife might slice through cheese. Above all things I must throw myself clear. I glanced upward into the face of Lieutenant Frict, moved my dry lips in a wordless farewell and forced a smile—a rather sickly one, I am afraid. I slipt my right leg over the edge of the cockpit, balanced there a moment, then with all my might I shoved myself away from the sides of the ship. The next instant I found myself sliding across the air like a bird, lying face downward with hands and feet extended.

"For the space of several seconds it seemed as if I was simply floating there in midair. The hundred-mile-an-hour impetus the ship had given me shot me forward with it, instead of downward, and I found myself traveling along directly under the wing of the plane, and about



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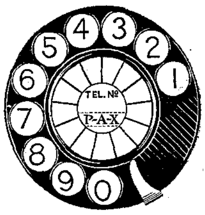

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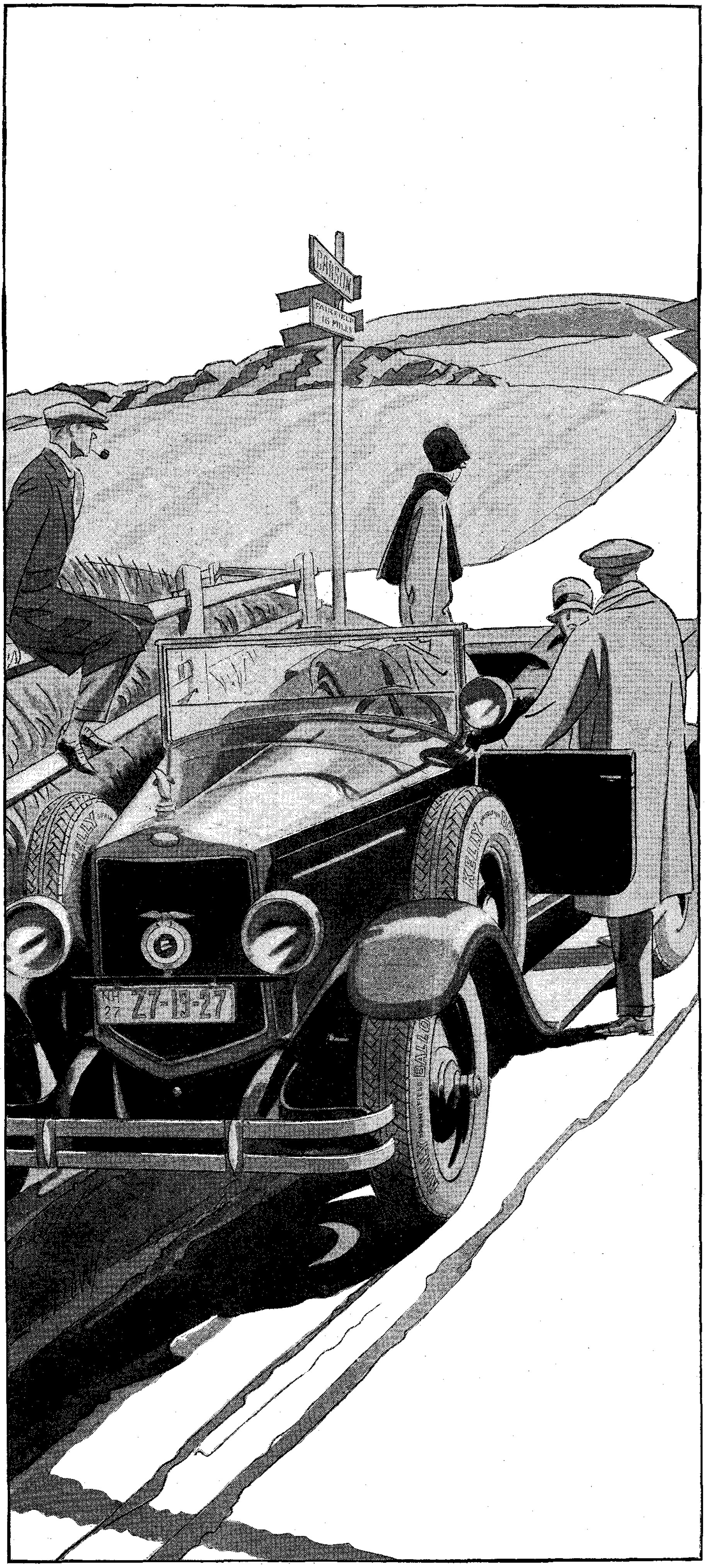


"What can have happened to them? Do you suppose they've had an accident?"

"More likely Jim is having tire trouble again; he doesn't seem to learn by experience. I switched over to Kelly-Springfields long ago."

MOTORING AND AVIATION
Continued

thirty feet below it, for what seemed an extremely long time. It was not an unpleasant sensation. I had been prepared for a breathless descent, but instead I was cutting the air like a projectile."

Suddenly the forward plunge stopt, and he began to fall. It was then that he began turning somersaults and saw the ambulance far below getting ready to pick up the fragments of his body in case the parachute did not open. He says:

"Each time I turned over so that I faced the earth I could see the ground rushing up toward me at a hideous, terrifying speed. I found myself speculating in sheer panic how many seconds it would take to drop that whole distance. Would I have time to reach that pull-ring and yank the rip-cord free? And if I did, would the parachute have time to open and check my descent? 3,000 feet wasn't such a great height after all. I found myself regretting that I had not gone higher—5,000 feet perhaps. It would give the parachute greater time to spread out its silken folds.

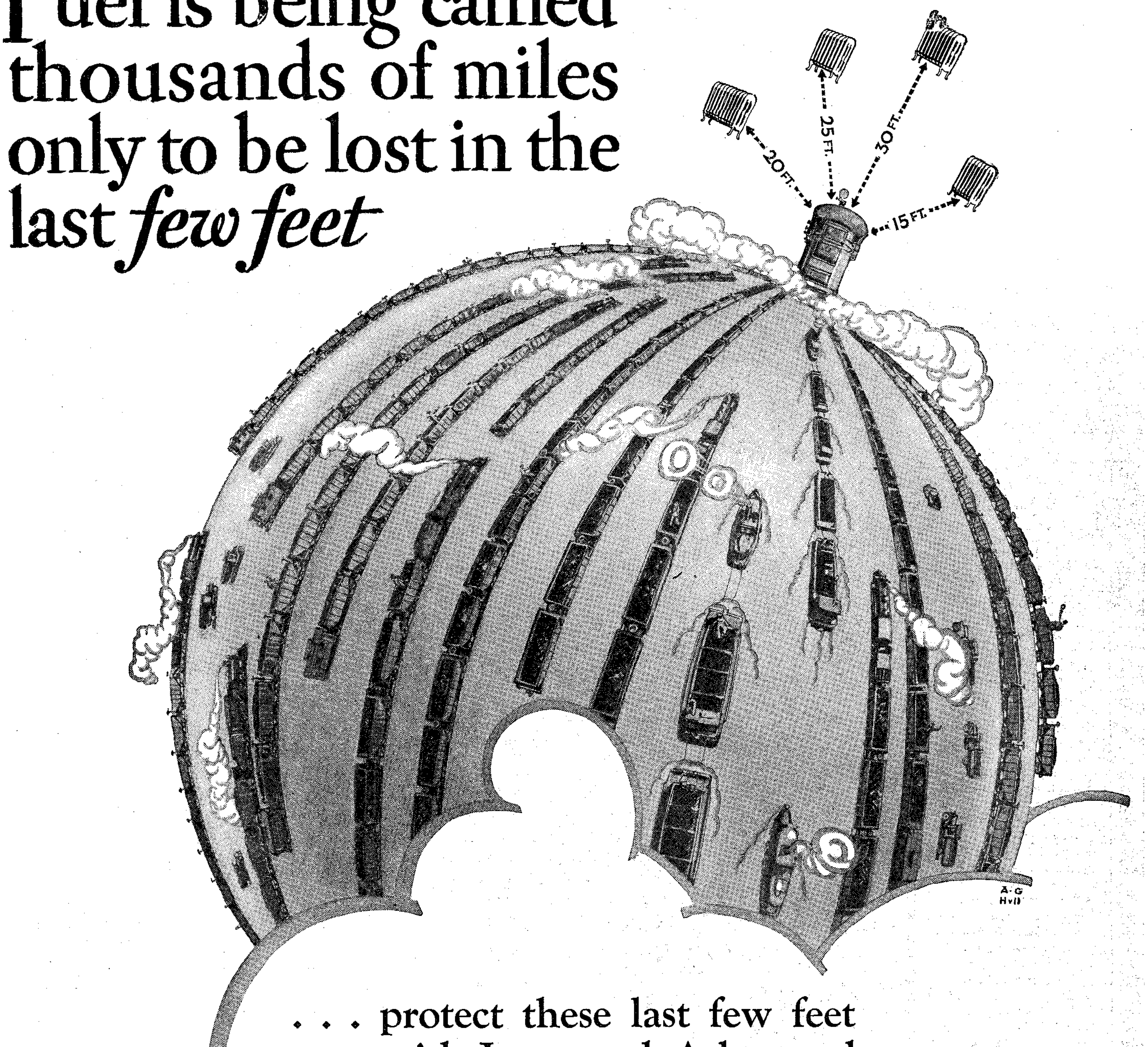
"It must have been then that I groped frantically, madly for the ring, found it and yanked it free, perhaps throwing it off into the air with the force of the pull. I can't remember. All that I recall is that as I twisted and turned over in the air with my arms and long legs flying wildly, I caught a glimpse of the airplane humming overhead. I was amazed to discover that I had already dropt several hundred feet, and yet the parachute had not opened! Great heavens, had the thing failed?" Was it defective? Was I going to continue on downward until I struck the earth with crushing force; to rebound into the air again, a twisted and horribly distorted thing as the Englishman had been? There was the emergency parachute! My mind leaped eagerly to that. Perhaps my hand leaped for the ring too. I do not know, but at that instant came a whistling shriek and snapping flutter overhead of the 'chute unfilled by a breeze; then—*w-h-a-m!*

"With the booming report of a thirty-seven-millimeter gun the 'chute opened and my descent was checked with such startling suddenness that the webbed harness yanked my left arm above my head and I thought it had been dislocated. The next instant I found myself sitting comfortably in a sling, swaying from side to side as the big silken envelop oscillated softly and the shrouds above my head whistled a pleasant, cheerful song. The parachute had worked. There was I, sailing serenely, safe and unharmed, more than 2,500 feet above the flying-field, while the ambulance just below me followed my uncertain course.

"I looked up at that wonderful envelop of silk; that magnificent big canopy bulging taut as a drumhead with the air beneath it, and if ever I felt grateful toward any one or anything I felt truly grateful to that inanimate contrivance of silk and cord that had checked my downward plunge. With the sun shining through it, it looked doubly beautiful to me."

For perhaps a thousand feet the aviator sat comfortably in the sling and enjoyed the sensation of floating pleasantly through space as he gradually dropt toward the earth. He continues:

Fuel is being carried thousands of miles only to be lost in the last *few feet*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You'll be surprised how little it costs. But, of course, it isn't a "cost" at all because you'll quickly save enough fuel to get your money back.

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Have him examine your heating system, now, while your furnace is shut down. Get his estimate on applying Improved Asbestocel this summer.

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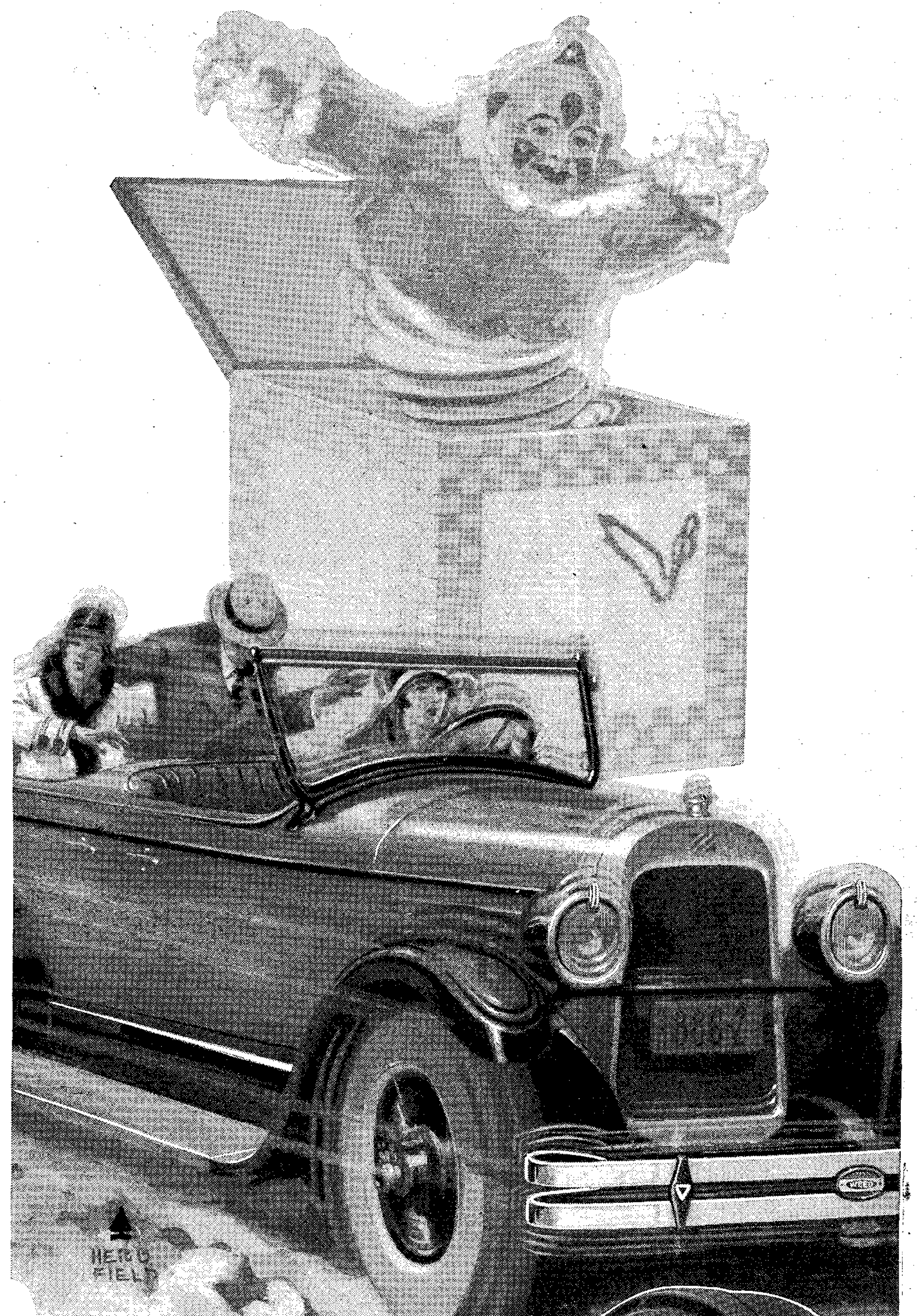
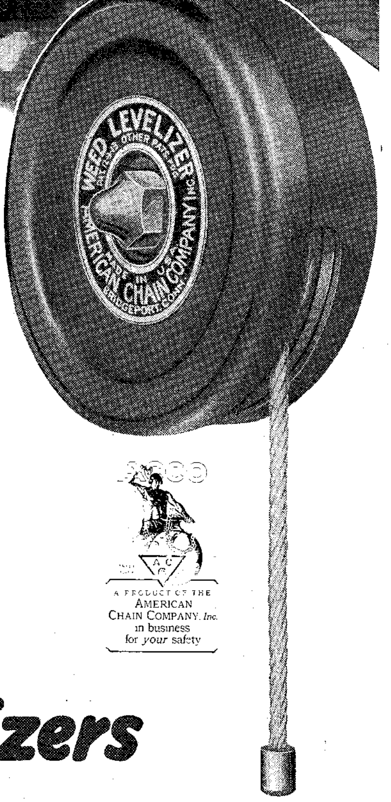
JOHNS-MANVILLE CORP.
MADISON AVE. AT 41ST
ST., N. Y. C. BRANCHES
IN ALL LARGE CITIES.
FOR CANADA: CANADIAN JOHNS-MANVILLE
CO., LTD., TORONTO.




WEED LEVELIZER
AMERICAN CHAIN COMPANY INC.
BRIDGEPORT, CONN.
MADE IN U.S.A.

No jumping jack jerks with Weed Levelizers

Just the instant you hit a road bump or hole WEED Levelizers take hold and keep the car from jumping jack jerks. Levelizer action is instantaneous but sure and smooth. They level the road as you go.

On comparatively smooth roads Levelizers ease up and permit your tires and car springs to absorb the little irregularities that are ever present. This means freedom from stiff spring action and jiggling.

Have your garage man put a set of WEED Levelizers on your car. They will give you the ride of ease.

A PRODUCT OF THE AMERICAN CHAIN COMPANY, *Inc.* in business for *your* safety

WEED Levelizers

Made by the Makers of WEED Chains and WEED Bumpers

MOTORING AND AVIATION
Continued

"Then it occurred to me that I might make a few experiments while I had the opportunity. By pulling down the shrouds first on one side and then on the other I found that I could make it fall faster or side-slip in almost any direction.

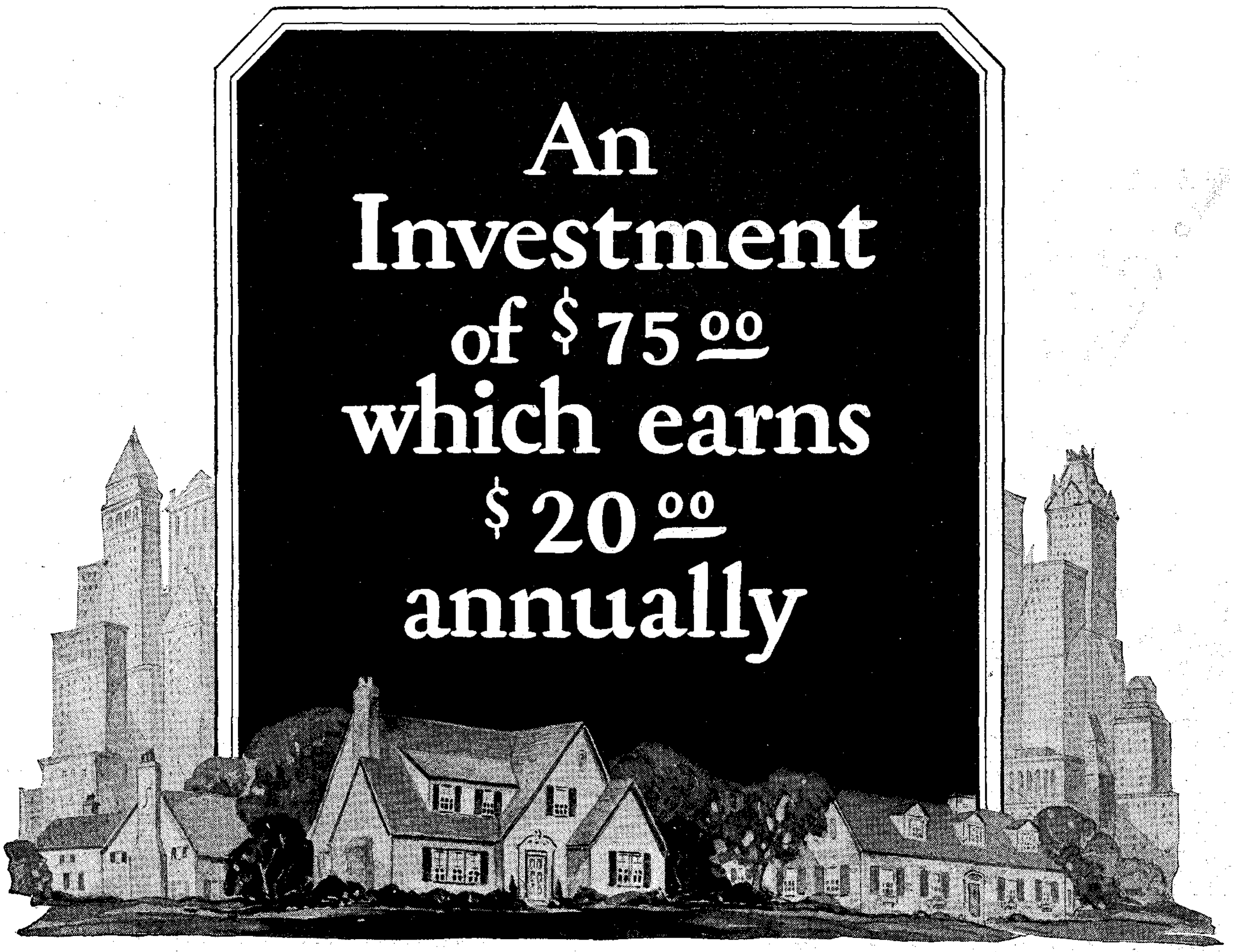
"It is not the easiest thing in the world to land with a parachute, and a great many serious injuries have been sustained because the jumper has become very careless on approaching the ground. No matter how slowly the 'chute falls, still the jumper's body comes in contact with the earth with jolting force. To counteract this it is customary to reach upward and hook one's hands into the D-rings that hold the shrouds on either side of the meshed sling in which one sits. By lifting upward the parachute man can relax his body, and at the moment of coming in contact with the earth, take up the force of the impact so that he is not injured. I followed the prescribed method, and when my feet came in contact with the earth, I took up the strain of the fall and skidded along in the dust for probably a dozen feet until the weight of the parachute pulling out ahead of me yanked me over onto my back. It dragged me perhaps ten feet further before the 'chute men tumbled out of the ambulance that had come rumbling up, and pouncing upon the silken envelop, crusht all the air out of its folds."

WRECKS THAT COME TO THE REPAIR MAN—AND WHY

At the end of a rope arrived "one of those rickety sedans which junk dealers eye longingly." Its owner had found himself in trouble some twenty miles out, and an obliging motorist had towed him into town. Reading the garage man's confidences, contributed to *Collier's* by W. F. Currington, we gather that the owner of the ramshackle sedan, before issuing instructions for repairs, "finished an argument with the Samaritan." To wit:

> He objected to the "exorbitant" charge of $5 for the towing, arguing that inasmuch as his fellow motorist was coming into town anyway he shouldn't charge him anything. Having finally paid up, however, he told us that his motor had stalled and that he had exhausted his stock of mechanical knowledge without being able to start it.
>
> Luggage was crammed into every available inch of running-boards. The man's wife, baby, and three other children, of whom the oldest was about six, were wedged in among more baggage in the tonneau.
>
> Johnny, one of the floor men, was put on the job. Upon opening the hood he found that the carbureter was all smoked up. A thick coating of soot clung to it and extended up the intake manifold, while in the pan underneath was a small pile of ashes. The mechanic pointed to this and looked inquiringly at the driver.
>
> "Oh, that," he said. "Well, you see, someone told me once that if you heated the carbureter it would make the car easier to start, and so I took a greasy rag and a match and tried to warm it up—but it didn't work."
>
> Can you imagine what would have

An Investment of $75.00 which earns $20.00 annually

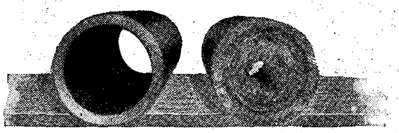


ANACONDA BRASS PIPE can be installed for hot and cold water lines in the average $15,000 house for only about $75 more than the cost of iron pipe. This slight additional cost provides pipe that *cannot* rust and will deliver a full flow of clear, pure water.

On the other hand, iron or steel pipe, by its very nature, is sure to rust. Rust entails many repairs, large and small, over a period of years.

Sometimes the effects of rust appear within a short time in the form of rust-stained water, rust-clogged pipe, or leaks caused by rust eating through the walls of the pipe. Sooner or later rust leads to a complete replacement of the water lines.

It is conservative to say that in order to provide water service at all comparable to that which is assured by the use of Anaconda Brass Pipe, it would be necessary to replace iron or steel pipe at least every ten years.



Anaconda Brass Pipe and Iron Pipe after four years of identical service.

The pieces of pipe shown in the illustration were taken from water lines which were installed in the same building at the same time. At the end of four years the brass pipe was, of course, in excellent condition, with no signs of corrosion. The iron pipe was almost entirely clogged with rust, and was also badly pitted on the outside.

⁂

The labor of removing pipe lines which are built into walls and between floors, is expensive. To install iron pipe, and then rip it out when rust-clogged, would cost at least $975 over a period of thirty years. This means that iron pipe would cost approximately $600 more than Anaconda Brass Pipe over the thirty year period, or about $20 more for each year of service.

This is why, on the basis of a conservative estimate, it can be stated that an installation of Anaconda Brass Pipe earns the home owner $20 every year on an original investment of $75.

It pays to rust-proof the entire house

Substantially the same high rate of return applies to the total investment necessary to rust-proof the entire house. For the average $15,000 home it costs only $450 additional to provide Anaconda Brass Pipe; roof flashings, leaders and gutters of Anaconda Copper; screens of strong rust-proof Anaconda Bronze Wire; and beautiful, serviceable solid brass or bronze hardware.

These rust-proof metals not only earn profits in the form of repair-free service, but they add to the permanent value of the house. On all matters relating to the use of copper, brass and bronze, our "Building Service Department" will be glad to advise you.—The American Brass Company, General Offices, Waterbury, Connecticut.

ANACONDA COPPER
BRASS ANACONDA from mine to consumer **BRONZE**

Copper is a metal that cannot rust. In its pure form it is ductile and easily shaped.

When rigidity and strength are required, Copper is alloyed with Zinc to make Brass, which is harder and resists rust equally well.

In Bronze, various metals are alloyed with Copper to produce strength and resistance to corrosion for special service conditions.

Now a new

"Pick-up" drink

from Switzerland

Picks you up when you feel low . . . Ends afternoon "let-downs" . . . keeps you on your toes . . . Make this 3-day test

Modern science now offers you a *natural* means to keep you "hitting on all six." A way that picks you up in a most surprising manner. Both mentally and physically.

It is the delicious new Swiss food-drink called Ovaltine. Not an artificial stimulant. But a quick building-up beverage. Doctors advise it.

Thousands of successful people now drink Ovaltine regularly at home. In their offices. At soda fountains. It rejuvenates. It sets tired minds a-sparkle. We urge you to make a 3-day test.

Cause of loginess—how Ovaltine overcomes

Mental and physical "let-downs" are mainly due to overstrained nerves or digestive unrest —or both. Delicious Ovaltine helps to overcome this trouble. This is why:

First—it combines in easily digested form, certain vitalizing and building-up food essentials, in which your daily fare is often lacking. One cup of Ovaltine has more real food value than 12 cups of beef extract.

Second—Ovaltine has the power actually to digest 4 to 5 times its weight in other foods you eat. Thus soon after drinking, it is turning itself and other foods into rich, red blood.

This quick assimilation of nourishment is restoring to the entire body. Frayed nerves are soothed. Digestion goes on efficiently. Energy returns. Your mind clears; your body responds.

That is the experience of most Ovaltine users.

Doctors recommend

Ovaltine has been in use in Switzerland for over 30 years. Now in universal use in England and her colonies. More than 20,000 doctors recommend it. Not only as a quick "Pick-up" beverage, but because of its special dietetic properties they also recommend it for restless sleep, nerve strain, malnutrition, backward children and the aged.

A 3-day test

Drink a cup or glass of Ovaltine whenever you feel low or nervously tired. See how quickly it picks you up.

All druggists sell Ovaltine in 4 sizes for home use. Or they can mix it for you at the soda fountain. But to let you try it we will send a 3-day introductory package for 10c to cover cost of packing and mailing. Just send in coupon with 10c.

OVALTINE

Builds Body, Brain and Nerves

©1927, T. W. Co.

I took Ovaltine for pep and got it. In wrestling an awful lot of energy is used in a short time. I take a cupful of Ovaltine 45 minutes before each match. I am now always full of pep and can get more speed and quick action.

(*Signed*) F. M. Harlan

I took Ovaltine because I needed something to tone up my system. I found Ovaltine to be more than you claim and use it for its "Pickup" results.

(*Signed*)
C. R. Juninum,
Hoboken, N. J.

Send for 3-day test

The Wander Company, Dept 85
37 S. Wabash Ave., Chicago, Ill.

I enclose 10 cents to cover cost of packing and mailing. Send me your 3-day test package of Ovaltine.

Name..

Street..

City..............................*State*..................

One package to a person

MOTORING AND AVIATION

Continued

happened if it had "worked"? The wife and children were almost buried in the car under a pile of blankets, dishes, cooking utensils and what not. In the blaze that, by all the laws of common sense, should have resulted from this stupid tinkering, they couldn't have jumped from the car. Rather than spend a dollar or two for mechanical aid, the husband and father had taken the awful chance of burning them alive.

Incidentally, Johnny found a bare spot on a wire, which had short-circuited the ignition current through the motor block. He pulled the wire away, taped it, and the motor started.

Another piece of foolishness: a fellow was driving along at a pretty good clip here last Sunday when his hat flew off. Of course he grabbed for it. It sailed away, but he didn't stop grabbing until he found himself and the people with whom he collided lying at the bottom of a twenty-foot gully. Fortunately the descent was sloping, and both machines rolled over without serious injury to their occupants. Miracle! Of course the cars were badly smashed.

When your hat flies off while you're driving, ignore it until you can bring your car to a stop and then go back and recover it. That's what this driver should have done. Instead he risked his own life and that of others for a five- or six-dollar châpeau.

One look at the shop any Monday morning sets a fellow to wondering whether most motorists set out for Sunday driving with no higher ambition than to swell the business of local junkmen. Our stock of wrecked cars every Monday runs from three to eight. We had four this morning. The first one brought in was a heavy coupé. There was no doubt that the driver had been sober, but he frankly admitted that he fell asleep at the wheel while descending a short, steep hill. When he awoke he was half-way through a fence, upside down, and pointed back in the direction from which he had been driving. Fortunately traffic was light at the time.

Almost incredible are some of the repair man's observations of recklessness with defective brakes. As Mr. Currington relates:

A man drove into the garage this morning in a heavy sedan. His wife and three children were with him, and the running-boards were weighted with luggage.

"I get a bad squeak when I get up around forty-five or fifty," he said. "Can you eliminate it right away?"

One of the mechanics was put on the job. As he was backing the car around to put it on the elevator, it slid up against the wall, altho he had depressed the foot-brake pedal as far as it would go.

"You haven't any brakes on your car," he called across the floor to the owner.

"I know it," replied the man irritably, "but I haven't time for that now. Take that squeak out: that's all I ordered."

Ray, the mechanic, has no patience with careless drivers.

"What do you do when you want to stop her?" he called as he rolled the car on to the lift. "Drag your feet on the ground?"

Needless to say, the brakes had been adjusted before the car was brought back

FOULKE & HENRY
DORMITORIES
PRINCETON, N. J.
Zantzinger, Borie & Medary, Architects
J. D. Johnson Co. Supplies
Boon & Sample, Plumbing

This is floor plan of the bathroom pictured above. It is but one of a number of model bathroom arrangements being shown in "Bathrooms of Character", V-6, which will be mailed for 10 cents to cover postage.

WHEN you install Te-pe-co All-Clay Plumbing Fixtures you buy the best that can be produced. They are guaranteed to be equal in quality and durability with any sanitary ware made.

The Trenton Potteries Company makes but one grade of ware—the best that we can produce—and sells it at reasonable prices. We sell no seconds or culls. Our ware is guaranteed to be equal in quality and durability to any sanitary ware made in the world. The Te-pe-co Trade Mark is found on all goods manufactured by this company and is your guarantee that you have received what you paid for.

THE TRENTON POTTERIES COMPANY
TRENTON, NEW JERSEY, U. S. A.
Philadelphia New York San Francisco Boston
World's Largest Makers of All-Clay Plumbing Fixtures

TE-PE-CO
ALL-CLAY PLUMBING FIXTURES

Take a Trip
through old
NEW HAMPSHIRE
Where the changing seasons rival every playground of the nation
Homeland of Beauty Industry and Agriculture
Cordially yours
New Hampshire
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NEW ENGLAND—Homestead of the Nation

MOTORING AND AVIATION
Continued

down-stairs. It only took a few minutes longer.

Now, here was a man, evidently in a great hurry, for he had been driving forty-five to fifty miles an hour, and he begrudged the time necessary to fix his brakes. The squeak annoyed him, and so he didn't mind waiting while it was eliminated. But he was willing to risk his life roaring over the highways with his wife and children in a car the brakes of which were useless. It's such carelessness, such criminal negligence, as this that is responsible for the great number of serious accidents, fatal accidents, on the highways.

Altho running a garage tends to make one a bit pessimistic as to the number of loose-wits at the wheels of motor-vehicles, I believe that most drivers are careful, or try to be. The great trouble is that too many motorists think their responsibility ends if they signal stops and turns and use some sense as to speed and steering. They do not realize the importance of perfect brakes nor the need of tracing every strange noise to its source and making repairs if needed. Unhappily, too, good drivers and cars in splendid condition are often endangered by less careful pilots and broken-down cars on the highway.

Here is an instance of the importance of "queer" noises. When I cite such cases, I don't want to seem to stress the carelessness of all drivers so much as to show by examples the necessity for checking up now and then.

The other day a small sedan with four young women in it rolled in. The driver jumped out.

"We've got a flat tire," she said. "We've driven more than ten miles on it, and I know it's ruined. Will you please put on a new one right away?"

I looked at the tires. They were all fully inflated.

"That's mighty funny," said the driver. "We've all been hearing a noise right along that sounded just like a flat."

Examination showed that the front universal joint of their car was ready to fall to pieces.

It was lucky for those girls that it still held; had it ripped apart while they were traveling thirty-five or forty miles an hour the front end of the propeller shaft would have started whipping around wildly. Had the free end crashed through the floor board, the two girls in the front seat would certainly have been badly injured. But more likely it would have dropt to the ground, stubbing the front of the car and probably overturning it. And hundreds of motorists have been killed when their cars overturned.

Of course you could not have blamed the driver of this car if the universal joint, without warning, had broken and dropt to the road with resultant injuries and damage to the car. But in driving ten miles with a very unusual noise in the machine and without making any effort whatever to ascertain its cause, she certainly exhibited gross carelessness.

Every once in a while, tho, continues Mr. Currington, an incident occurs to bolster up the garage man's faith in the motoring public. As we read on:

I recall a case in which a heavy sedan, after bounding from the road, came to rest upside down at the bottom of a steep incline. A woman driver who happened along a few minutes after the crash stopt her car and after viewing the wreck refused to drive any more that day. She waited by the roadside until a temporary driver could be summoned from the nearest town. This woman knew that her nerves were shaken up and that for a while she wouldn't be in shape to drive on any public highway. But how few women—or men—motorists would have recognized and admitted this!

Tourist traffic was heavy the other Saturday—week-enders going to the fishing resorts. Early in the morning two men came in a heavy roadster.

"When I get her up around fifty," said the driver, "she shimmies. Can you fix it right away? We're in a hurry."

Ray found a crack extending almost through one of the steering arms. He called the driver's attention to it.

"Is that the cause of the shimmy?" he asked.

Ray explained that it wasn't, because the arm was still rigid, but he added that it was extremely dangerous to drive a car with such a defect.

"Oh, that's all right," said the man impatiently. "Go on and fix the shimmy! I'll take a chance on the steering arm."

Well—we wouldn't. While tightening the steering knuckles and other loose parts, Ray purposely let a heavy wrench slip. It struck the cracked arm, snapping it in two. Evidently the driver prized his fishing trip more highly than his life or that of his guest and possibly the lives of other motorists on the road. He wanted to beat up every one in the garage because he had to abandon his trip pending the arrival of a new steering arm. But supposing that crippled arm had snapt while the big car was tearing along about fifty miles an hour on a busy highway!

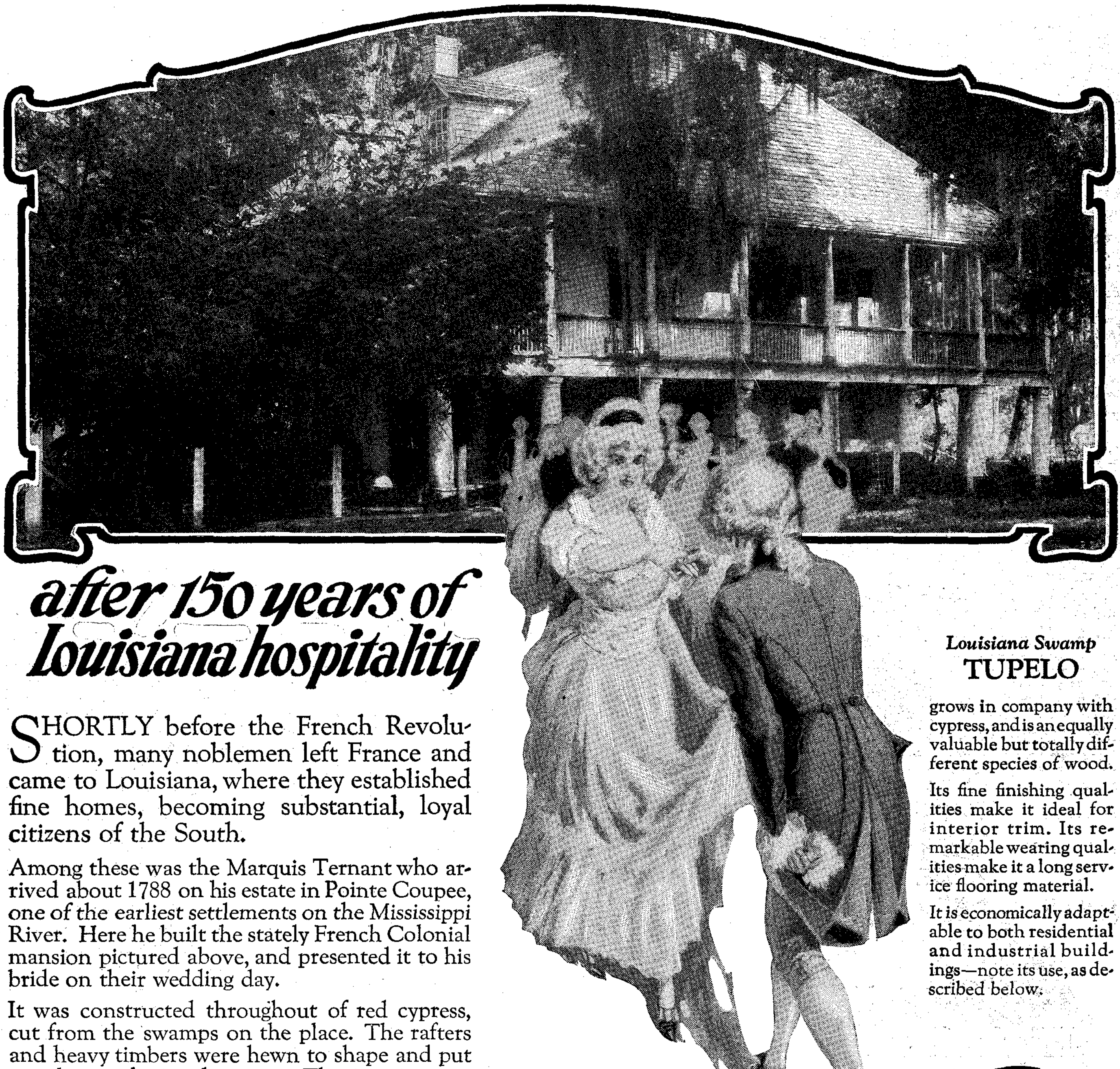
Too few motorists observe the rule which calls for slowing down to a reasonable speed on approaching intersections. Two cars came together recently at a crossing in our town. No one was injured, but both machines were badly damaged. One of the drivers had failed to slow up for an arterial highway. Pure carelessness.

There was a really bad wreck not long ago which called the night crew out at 2:30 in the morning. A fellow had a flat tire about eight miles north of town. He pulled over into the shoulder of the road to change it. While he was jacking up the wheel another car came along, smashed into him and crusht him to death.

Aside from carelessness at grade crossings, stopping on a main highway to change a tire or make repairs is one of the most foolish practises to which motorists are addicted. You can always find a farmer's driveway, a parking cut, or a turn-off, within a few hundred yards, in which to make your repairs or tire changes. Why risk your life to save a ten- or twenty-dollar shoe?

You will notice that I have omitted reference to wrecks resulting from driving too fast on slippery streets, swinging out too wide while passing another car, passing a car on a hill, or driving while what the police blotters with rare delicacy refer to as "under." These are every-day wreck causes. But I must make mention of one grade-crossing wreck which brought a lesson home:

A small coupé ran afoul of a passenger-train not long ago near here. The view of the approach to the track was partly obstructed by a cornfield on the left—the direction from which the train was coming.



after 150 years of Louisiana hospitality

SHORTLY before the French Revolution, many noblemen left France and came to Louisiana, where they established fine homes, becoming substantial, loyal citizens of the South.

Among these was the Marquis Ternant who arrived about 1788 on his estate in Pointe Coupee, one of the earliest settlements on the Mississippi River. Here he built the stately French Colonial mansion pictured above, and presented it to his bride on their wedding day.

It was constructed throughout of red cypress, cut from the swamps on the place. The rafters and heavy timbers were hewn to shape and put together with wooden pegs. The interior was finished with hand carved moldings and antique panel-work, which still preserve the characteristic grandeur of the 18th century.

The excellent condition of this historic manor-house today, is a tribute to the building wisdom of its founder in selecting native cypress for all parts—the same enduring lumber now manufactured under the name of

Louisiana Red Cypress
"The Wood Eternal"

For almost six generations, this time-honored homestead has upheld the traditions of Louisiana hospitality, and has often served as the gay gathering place of southern society, since the days of the graceful minuet. It is now occupied by the Parlange family, directly descended from the Marquis' daughter, who married Colonel Parlange of the French army over a hundred years ago.

Louisiana Red Cypress, as now produced by the Member Mills of this Bureau, possesses an increased service value due to the scientific care employed in manufacturing, seasoning, grading and handling. It is the true "Wood Eternal" and its use insures permanent satisfaction and economy for siding, porch flooring, stepping, cornices, door and window frames, as well as exterior and interior woodwork generally.

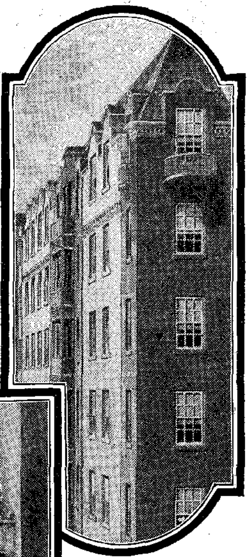
Let us send you additional information on the uses, grades and advantages of Louisiana Red Cypress and Louisiana Swamp Tupelo for your particular needs—and also give you the names of dealers convenient to your point of shipment.

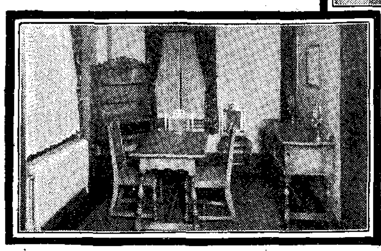
Louisiana Swamp
TUPELO

grows in company with cypress, and is an equally valuable but totally different species of wood.

Its fine finishing qualities make it ideal for interior trim. Its remarkable wearing qualities make it a long service flooring material.

It is economically adaptable to both residential and industrial buildings—note its use, as described below.



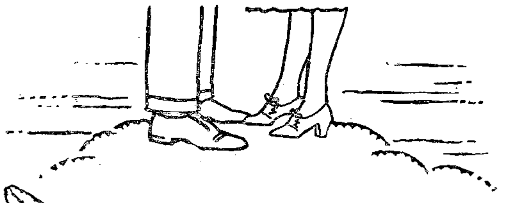


Typical dinette, finished with Tupelo trimwood, in the famous Hill-Top Manor co-operative apartments, Washington, D.C.

HEW-TO-THE-LINE

LOUISIANA RED CYPRESS BUREAU

507 Carondelet St. — — — — New Orleans, La.



Light comfortable and cool as a sea breeze are these flexible shoes

YOU can keep your feet cool and comfortable this summer. Swollen, aching feet needn't spoil your pleasure. In Cantilever Shoes you will be foot free and smartly shod.

The Cantilever Shoe is naturally shaped and flexible from toe to heel. In this comfortable shoe Nature's cooling system, the circulation, is unimpeded. The shoe harmonizes with both the shape and action of your foot and will not bind, chafe or hold the foot rigid—what a relief for tired feet!! The flexible arch of the Cantilever Oxford can be laced up snugly to give you restful, buoyant support. The shoe fits every foot curve just as a glove fits every finger.

The new Cantilever models are smartly styled and can be had in the wanted colors. For women there are smart pumps and oxfords in a variety of designs. The men's models have all of the style a well dressed man could ask for. If your local Cantilever agency isn't listed in the telephone book, the Cantilever Corporation, 414 Willoughby Avenue, Brooklyn, N. Y., will be glad to send you the address.

Cantilever Shoe

MEN . . WOMEN CHILDREN

WANTED

High-Class Men on Salary and Expense Basis

For Every State, To Start in September. Assignments Now Being Made

Straight salary and expense offer is open to men of successful business experience in the selling line—capable of meeting and selling people in educational circles on a proposition of unusual merit and wide popularity.

If you are a man 30 to 40 years of age, good personality, education, mentally and physically active for statewide traveling, then one of the largest and best known publishing houses in the country may be interested in your services.

To receive consideration your letter must give full particulars—age, education, selling experience, and references. Write JAMES G. BARKER, P. O. Box 103, Madison Square, New York City, N. Y.

MOTORING AND AVIATION
Continued

A line of cars was crossing from both directions. The coupé, headed north, was trailing some five or six car-lengths behind a heavy touring car. The big car got across all right, but the smaller one was squarely in the center of the track when the locomotive struck it. The woman driver lived long enough to gasp:

"I thought it was safe because the other car got across."

That made me do a lot of thinking. It occurred to me vividly that the woman had outlined the cause of virtually all such automobile wrecks. Like most other drivers who have met disaster at crossings, she had depended wholly on what she THOUGHT was right.

While to our vast army of motorists it might appear a needless precaution, think of how this tragedy might have been averted had the woman even stopt her car and perhaps walked ahead a few feet to find out whether it was safe to cross.

The public refers to motor crashes generally as "accidents." I have spoken of them throughout as "wrecks." Those heavy vehicles equipped with cranes, crowbars, jacks, and chains, that you see so often on the highways, aren't called accident cars; they're wrecking cars. The lad who named them certainly knew his dictionary.

This doesn't mean, of course, that the participants in all automobile wrecks have acted intentionally and deliberately. But it does mean that about 90 per cent. of them have utterly failed to conduct themselves in a safe and sane manner or to exhibit any regard whatever for human safety.

All of which seems to confirm the opinion of Mr. E. S. Jordan, of the Traffic Planning and Safety Committee of the National Automobile Chamber of Commerce, that you can judge a driver's character by the condition of his car, and also by the way he passes you on the road. On this latter point he is quoted thus by Nell Ray Clarke, in the Philadelphia *Public Ledger:*

"It is hardly possible to drive fifty miles on the crowded highways to-day without having dozens of opportunities to display modesty, courtesy, and self-control," Mr. Jordan continued. "And, of course, behavior is to that extent an easy way of determining character. The man who sneaks by you, giving you only an inch or two margin and making you put your car in the ditch, or the man who comes upon you suddenly, tooting his horn so loudly that he frightenes your women and children out of their wits, not only is a 'road hog,' but obviously is not a gentleman."

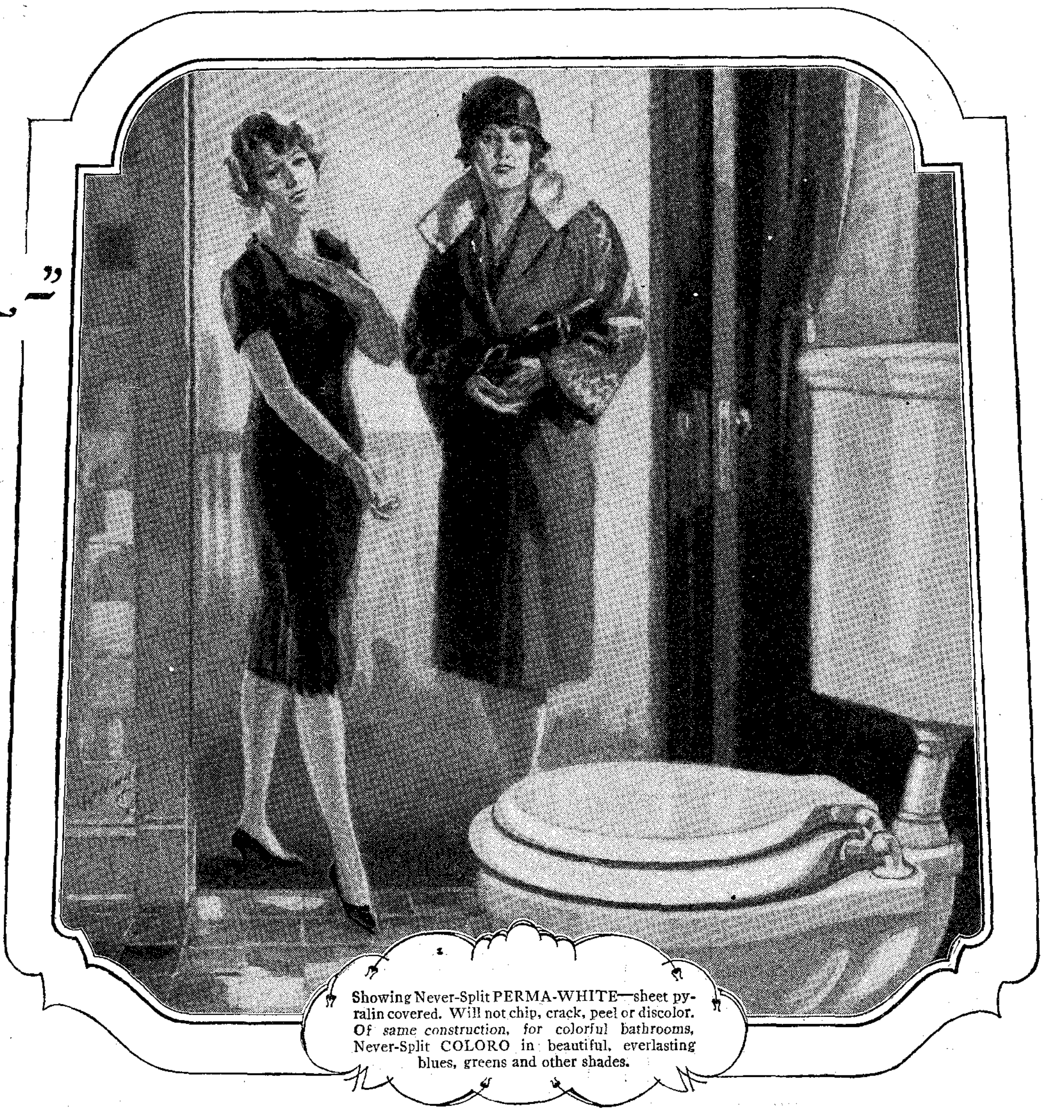
Some time ago an official of the A. A. U. interviewed a number of nationally known safety experts, leading traffic engineers, famous racing drivers, traffic officers of long experience, psychologists and ordinary drivers in order to try to determine the standards by which a driver could measure his own competency and efficiency. Character qualities are inextricably woven into the six essentials of a good driver which were brought out by those interviews. They are:

1. The good driver has a high degree of self-control at all times, this control manifesting itself in various ways.

2. The good driver always maintains

"and this is the bathroom—"

Do your guests compliment you when they see how it is furnished?



Showing Never-Split PERMA-WHITE—sheet pyralin covered. Will not chip, crack, peel or discolor. Of same construction, for colorful bathrooms, Never-Split COLORO in beautiful, everlasting blues, greens and other shades.

The new Never-Split Seats

offer new opportunities for bathroom beauty—
Styles for every home and building

A charming home—tastefully furnished living room, hallway, bedrooms. You are pleased with your guests' undisguised approval. And then, the bathroom . . . . Can you show that with equal assurance?

It is amazing how much real beauty—permanent, practical beauty—can be added to the appearance of any bathroom or lavatory by one of the new Never-Split Seats. How inexpensively, too. And from the Never Split Complete Line you can be sure of selecting exactly the seat most suitable in design, construction and material.

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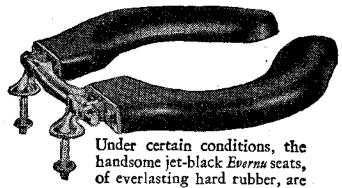
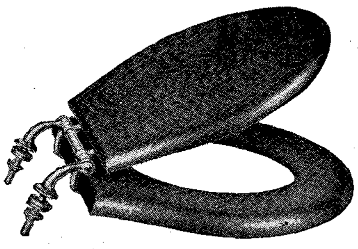


Under certain conditions, the handsome jet-black *Evernu* seats, of everlasting hard rubber, are most attractive and economical.



The less expensive, but not less carefully constructed *Never-Split Wood Seats*, in varnished grain or white "Duco" finish are often most practical.

Architects and Building Managers

everywhere are installing Never-Split seats where good appearance and long-term economy are important. These installations include:

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Public Schools, New York, Chicago
and other leading cities

MOTORING AND AVIATION

Continued

his car in such shape that it responds easily and quickly, thus assuring control of the car so far as the purely mechanical equation is concerned.

3. The good driver regulates his speed in accord with the conditions of the road over which he is traveling, and never travels at such a rate that he can not stop it within the "clear course" ahead.

4. The good driver invariably exercises due regard for the rights of others and always applies the simple axioms of courteous behavior.

5. The good driver accepts the safety of the pedestrian as a primary consideration.

6. The good driver keeps his mind on the road ahead, as day-dreaming or chattering at the wheel causes many more accidents than are caused by stings of bees.

"I do not think that there is a single phase of modern life which gives a person such frequent or excellent opportunities for exercising self-control as driving a motorcar," Mr. Jordan continued. "The tendency and, sometimes, the active desire is to show the other fellow what he ought to be made to do, and sometimes to force him to do it. Some one has said that the speeder is a person who wants to get there and has nothing to do when he arrives, and that is the most admirable way of characterizing him that I can think of.

"There are two factors which enter into the speeder's disregard of the rules of the road—his lack of self-control and his love of a thrill. More than 90 per cent. of the speeding is due not so much to the driver's need for getting somewhere at a certain time as to his human qualities or weaknesses."

Questioned about the time-reaction tests which have been given drivers by various automotive concerns, public-service bodies, and traffic directors, Mr. Jordan said:

"There may be individual cases in which the time-reaction tests have revealed individual traits, but no special attention has been paid to them with respect to the ways in which character might be indicated, so far as I know. Some of the psychologists who have devised tests for drivers have exprest the belief that it is not wise to attempt to tie in tests for character with tests to measure the speed of mental and muscular reaction to signals.

"At any rate, up to the present time the tests have been mainly for the purpose of determining whether the applicants are good drivers rather than for anything else. Furthermore, the persons taking the tests have known they were taking them, and would therefore be less likely to be as free from emotional restraint as they would under ordinary circumstances."

"Is there any way of telling what percentage of accidents occurring on the road may or may not be due to the character of the driver, Mr. Jordan?"

"I do not believe that such a study has ever been made," was the reply; "but there is undoubtedly some need for it, altho figures of that kind would be very difficult to obtain, because in so many accidents all the contributing factors are not taken into consideration. Sometimes it happens that the driver who was the real cause of the accident is not implicated in the argument, and no record is ever obtained of the part he played in causing the trouble."

WHEN AN ALBANY-NEW YORK FLIGHT WAS A NINE-DAYS' WONDER

NOBODY believed that anybody would ever win the purse of $10,000 that had been hung up for the first aviator to fly down the navigable section of the Hudson River, from the capital of the State of New York to its metropolis—not in one hop, look you, but with convenient landings for replenishments of fuel and lubricating oil. And yet the exciting circumstances are easily within the memory of the present adult generation. 'Twas only four years before the outbreak of the Great War, to be specific, when Glenn Curtiss accomplished that pioneer feat, the importance of which is too likely to be disregarded by a generation that consents to take a sporting interest in a non-stop hop competition, between Paris and New York. Recalling that ancient triumph in *The Popular Science Monthly*, in the course of a series of aviation articles, Mr. Frank Parker Stockbridge reminds us that the prize had been offered by the New York *World* some time previously, and continues:

All that spring of 1910 a new machine, specially designed to win the *World* prize, was going through the Curtiss works at Hammondsport.

In May Curtiss put pontoons on his new plane, flew around the Hammondsport valley, and landed safely on the waters of Lake Keuka. The first hydroairplane! Now he could undertake to fly the length of the Hudson River with assurance that he would not be drowned if his plane failed.

He spent days preparing for the flight. Searching for landing-places along the route where he could descend for gas and oil, or in case of accident, he stopt at Poughkeepsie, half-way between New York and Albany. Here he found a splendid one, on the grounds of the State Hospital for the Insane.

"When I told Dr. Taylor, the superintendent, that I intended to stop there on my way down the river in a flying machine, he said, very politely: 'Why, certainly, Mr. Curtiss, come right in here; here's where all flying-machine inventors land!'" Curtiss tells, chuckling at the reminiscence. That was the attitude, still, of everybody who had not seen an airplane flying in the air.

His plane, the *Hudson Flyer*, was set up on Rensselaer Island, between Albany and Troy. Crowds came to see it. All the great newspapers sent reporters. The New York *Times* chartered a special train to race the airplane down the river whenever Curtiss should start. And Curtiss waited.

On three different mornings he got up at daybreak, ready for an early start, then decided there was too much wind. He put in his time with his mechanics, tinkering while the impatient newspapermen openly accused him of being a faker. Editors all over the country printed gibes.

At last, at dawn on the morning of May 30, 1910, Curtiss announced he was ready. The reporters flashed the news to their papers. Holiday crowds lined the river-banks—and Curtiss didn't start! The weather at Albany was fine, but the telegraph brought reports of strong winds blowing northward up the river. By nightfall of that Memorial Day the newspapers and the public were convinced that nobody would ever even try to fly down the Hudson. Then, the next day, Sunday

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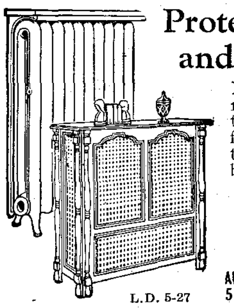
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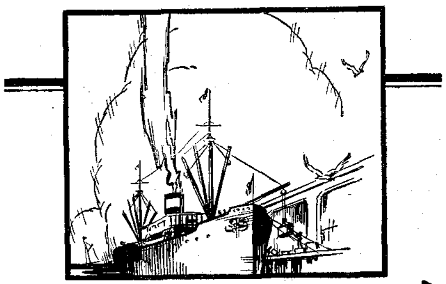
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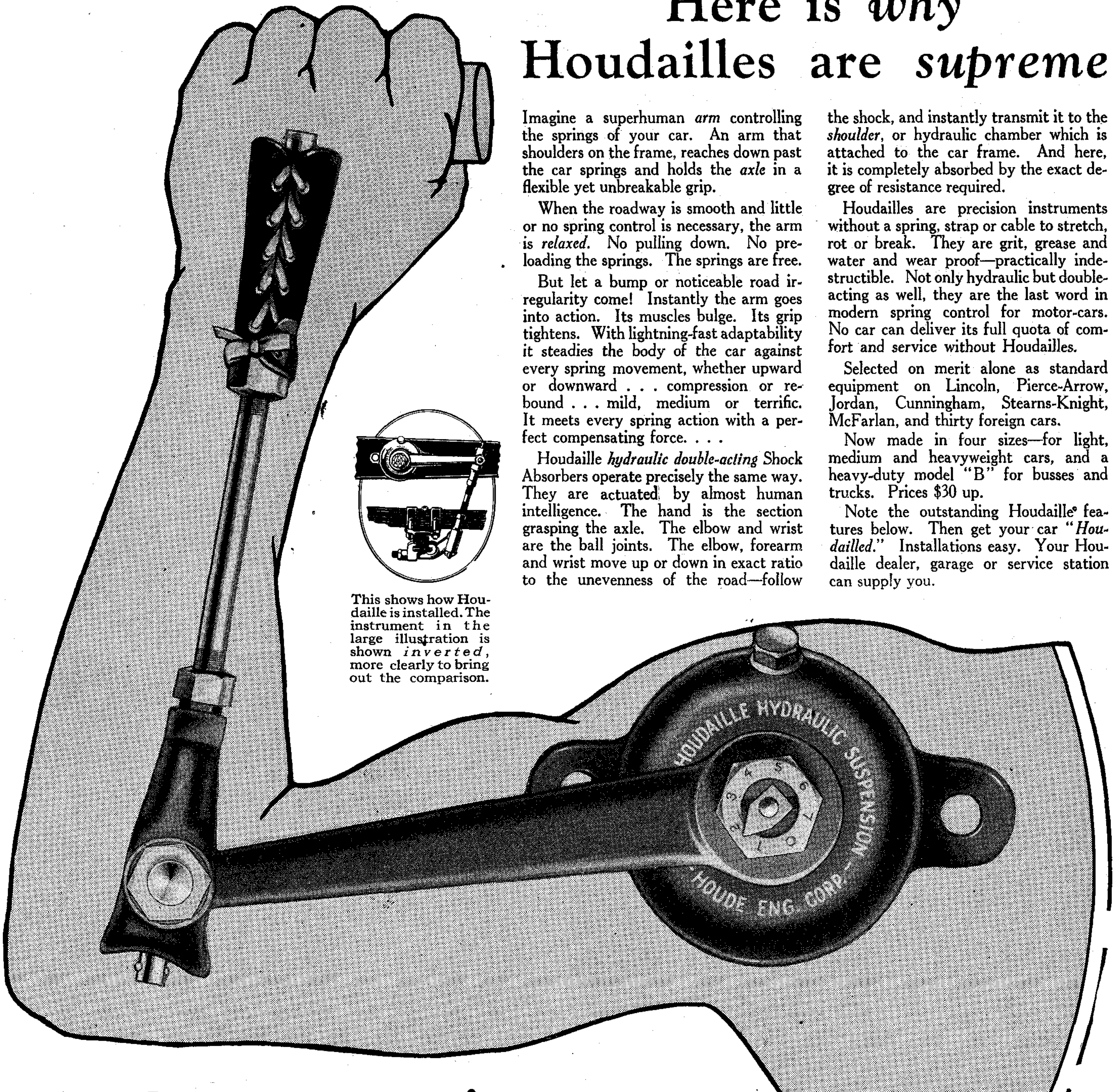

Imagine a superhuman *arm* controlling the springs of your car. An arm that shoulders on the frame, reaches down past the car springs and holds the *axle* in a flexible yet unbreakable grip.

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This shows how Houdaille is installed. The instrument in the large illustration is shown *inverted*, more clearly to bring out the comparison.

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Hydraulic Double-Acting
SHOCK ABSORBERS

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—because they combine instantaneous, measured, spring control with freedom when no control is needed—

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MOTORING AND AVIATION

Continued

morning, Glenn Curtiss started out and did it.

"I was getting as tired of waiting as anybody else," he told me.

It was just after eight when he rose into the air. The day was calm, his motor running perfectly. The special train started as he did, slipping down the water-level rails of the New York Central at fifty miles an hour. Curtiss flew abreast of it, and passed it. No trouble to go fifty, even more, miles an hour now.

Every inhabitant along the upper Hudson turned out, steamboat men swung their caps, tugs sounded their sirens, but the flyer heard nothing but his motor exhaust, relates Mr. Stockbridge, continuing:

He flew over the Poughkeepsie bridge, 150 feet above the rails, then circled eastward to a landing-field at Camelot while the population stood on hillsides and roof-tops and cheered. Down to a safe landing—and nobody there with gas and oil as he had arranged! The man entrusted with the job of providing fuel and lubricant did not believe Curtiss was ever coming!

Several motorists volunteered help and in a few minutes, with tank and crankcase replenished, Curtiss rose for the second leg of the great flight. Even at that point he had already won the *Scientific American trophy* for the third time, with the longest continuous flight ever made—eighty-seven miles, from Albany to Poughkeepsie.

Approaching the Hudson highlands, Curtiss had his first experience with "holes in the air," that carry the plane downward irresistibly, occasionally taking a flyer's life as toll.

The air boiled like a gigantic tea-kettle, cross currents, upward currents, downward currents, that let the airman fall until once he almost touched the water with a wing-tip. Sudden drops of a hundred feet that seemed like a thousand. No man ever had tried to fly through air like this.

But in a few seconds the placid expanse of the Tappan Zee lay below him, the hazard passed. Crowds on the river banks grew thicker, the river traffic denser, until the clamor of sirens penetrated even above the noise of his engine.

Now the towering sky-line of Manhattan came into view. He swung almost to the edge of the Palisades, then straight to a landing-field at the northern end of the island. While his assistants filled the gas-tank, Curtiss rushed to telephone the editor of *The World.*

"I have landed in New York City," he announced, "but I am going on down to Governors Island."

New York's millions watched, unbelief changing to amazement among the throngs that jammed windows and roofs along the river front. Curtiss flew out of his way to circle Liberty's torch, then drop to a perfect landing on Governors Island parade-ground.

One hundred and fifty-two miles he had flown, in an actual time in the air of two hours and fifty-one minutes, at an average speed of fifty-two miles an hour.

"A wonderful performance!" exclaimed Gen. Frederick Dent Grant, commanding officer at the Island, as he seized the flyer's hand.

"I had no idea of going into the air at that time, tho I knew it was possible," he told me. "Nobody had ever risen from the surface of the water. But this machine handled so beautifully that my action in elevating the plane was more instinctive than intentional. One second I was skimming the surface of the bay, and in another I found myself in the air. It rose with a suddenness and ease that surprized me. I flew half a mile over land, turned and alighted on the water. Several naval craft in the bay tooted their sirens in applause. I rose again from the water, this time intentionally, and again alighted. I had got what I was after."

Now men could fly anywhere, exclaims Mr. Stockbridge, for first the land routes had been conquered, now the sea, and eventually—

Only time and money were needed to reduce the problem of world-wide flight to practical accomplishment. Now the airplane could fly from the shore to any ship, or from one ship to another, alighting on the water and being lifted aboard by the ship's tackle, as Curtiss himself proved within a few days, when he flew out to the *Pennsylvania*, was lifted with his plane to the battle-ship's deck, was lowered again to the water and flew back to shore.

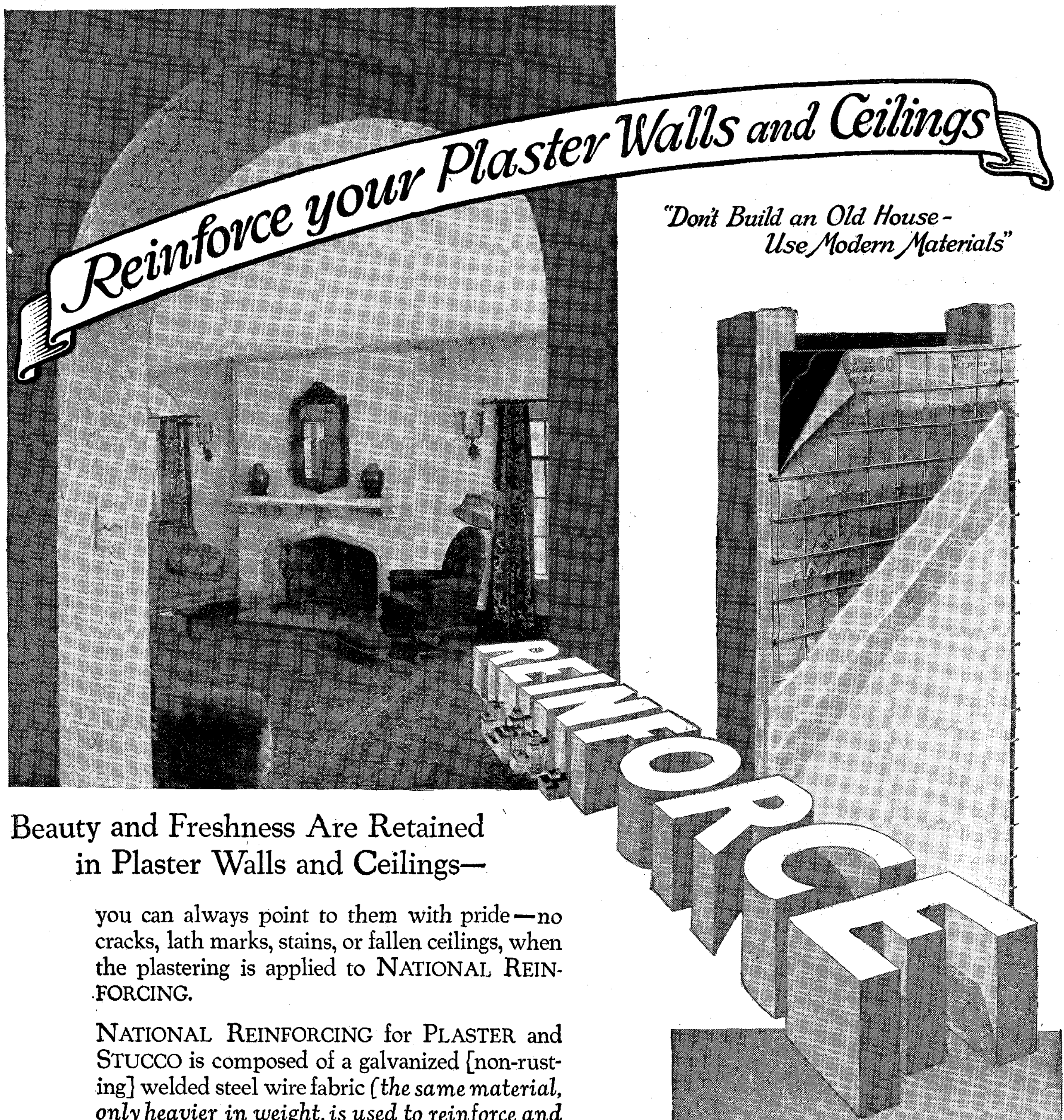
That was another great aviation year, 1911. The Navy bought two of the new hydroairplanes. The Army bought four or five aircraft. The first mail ever carried by airplane was taken from Mineola, New York, to Garden City by Captain Beck, with the Postmaster-General of the United States as a passenger. Curtiss's agents visited Europe and South America, selling planes to France, to Russia, to Brazil. Then, on December 5, 1911, the United States Patent Office granted the patent application of the Aerial Experiment Association, a patent on the aileron.

The Aero Club of America crowned a triumphant year for Curtiss by awarding to him the Robert J. Collier trophy for the most significant advance in aviation during the year, and issuing to him Air Pilot's License No. 1.

But Glenn Curtiss wanted an aircraft which could float, navigate the water—a flying-boat. In November, 1911, he made a secret trial of such a craft, and on January 10, 1912, the flying-boat flew.

Glenn Curtiss to-day still dreams of aviation, altho at the moment he is more interested in building new communities in Florida. We sat on the veranda of his rural lodge at the northern edge of the Everglades. There he told me most of what I have set down in these articles.

"We have only just begun to learn how to fly," he said. "This is only 1927; it was less than nineteen years ago that I made my first flight. More has been done in the eight years since the war ended, toward the real development of aviation, than in the eleven years of flying before that. War called for high power, light weight, great maneuverability—the essentials of stunt-flying. It put a stop for years to developments looking toward safety, endurance, stability in the air, the essentials of commercial air navigation. Some day," he went on, musingly, "I may start building planes of a different type from any that have yet been constructed. Everybody who has an interest in aviation owes it to himself and to the public to do everything he can to make passenger and freight flying as cheap as railroad transportation, as popular as the automobile, and safer than either."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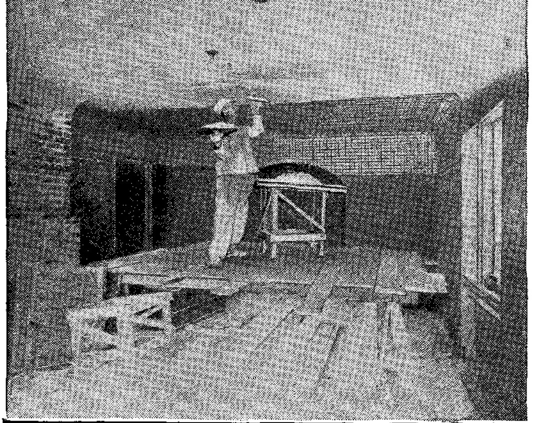

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THE NEW COMPETITION

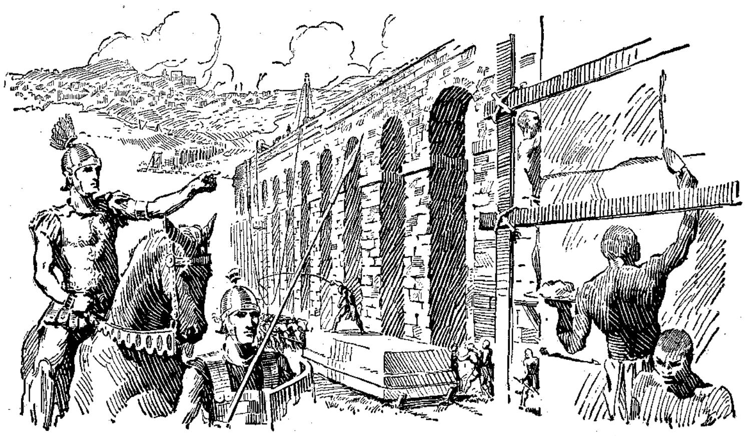
THE individual in business no longer fights a guerrilla warfare, says Merle Thorpe, writing in *The Nation's Business* (Washington). He is lined up as a private in a well-organized army battling other well-organized armies for new and potential markets and a larger share of the present ones. Competition to-day is not so much between individual bakers or dairymen as it is between the bakers and the dairymen as organized bodies, to induce their customers to "eat more bread" or "drink more milk." This is bringing trade into the sphere of group action. Mr. Thorpe points out that it amounts to a commercial revolution as dramatic as the industrial revolution of 1800. Great economic currents, he says, are driving new channels; a new day presents a new business landscape. He goes on:

> The great new force is group endeavor. The individual is pooling his resources with others in mass activity. The business man fights to-day for new markets and a larger share of the consumer's dollar through his trade cooperatives, and there are now 2,000 trade associations.
>
> The British Commission sent to study American methods was amazed at the willingness of American business men to pool their resources and exchange experiences, in an effort to make their industry prosperous.
>
> The war of materials is on! Oil and gas and coal are fighting for the job of heating the country. Electric refrigeration and ice are fighting for the job of cooling it. Wood and sheet steel, and cement and structural steel are at grips, while lumber and lumber substitutes are calling out the reserves.
>
> You casually announce you are to build a house. You are now attacked by your local dealers. From the foundation to the rugs on the finished floors, you are besieged, not so much by men seeking to sell the same products as by those who urge concrete against brick, asbestos against cedar shingle, metal lath against wood, wallboard against plaster, linoleum against oak.
>
> And when the house is ready to furnish, you must choose between rugs of cork or wood fiber as against cotton or wool; between rayon and linen for window-drapes and table-covers; between rayon and silk for bedspreads; between wood and steel for bedroom furniture.
>
> And the war of foods is on!
>
> I attended a meeting of the United States Fisheries Congress at Philadelphia, and this industry voted $300,000—as an industry, mind you—to teach us to eat more fish. On the following day, at Atlantic City, the Allied Baking Industry appropriated a similar sum to teach us to eat more white bread.
>
> A week later, in Detroit, the Ice Cream Manufacturers' Association voted $300,000 to teach us to eat more ice-cream.
>
> Forty great food groups fighting for a larger place in the American stomach.
>
> There is sauerkraut in battle array; green olives and ripe olives; bananas and oranges; prunes and oysters; canned salmon and whale meat; medicinal cookies and coffee and tea, with the United States Department of Agriculture coming up from behind, advocating rabbit meat. May every group win and none of us get indigestion!
>
> Thumb over the pages of any national magazine. You will find your local florist counseling you to "say it with flowers." Grouped with other florists, he increases his sales by promoting the entire industry.
>
> As you thumb through, you will learn the stories of California Redwood, Southern Pine; Southern Cypress; zinc; greeting cards; plate glass; davenports and wooden beds and iron beds; paving-brick; slate; steel barrels; granite and marble; leather soles and rubber soles and composition soles; knit underwear, and nearly 100 other industries "group" selling and promoting their products.
>
> Selling is only one of the twenty-odd weapons of this modern-day warfare.
>
> Across the Potomac, a few weeks ago, eighty men stood inspecting a piece of roadway. They were paving-brick manufacturers. By grouping together and mobilizing the collective intelligence of the industry, they were able to lay an experimental road of 2½-inch brick, whereas the ordinary paving-brick had been 3½ and 4.
>
> A test over six months, subjecting the road to the equivalent of fifteen years' normal use, was carried on under the inspection of the United States Government. The road stood up, and it is reported that the paving-brick manufacturer has a 20-per cent. less material and freight cost in its competitive struggle than before. Group action is thus, by research and experiment, advancing industries, where it is well-nigh impossible for the individual to carry on.
>
> And put a pin here; the small business prospers as a result of the group action. This is perhaps the most significant phase of the present-day revolution—it means the survival of the small establishment. His part of the expense of organization is slight compared with the big corporation which has its own research laboratories, its statistical experts, its tools of modern competition. And be it said, to the everlasting credit of American business, the big corporation is almost invariably in the forefront of organization work, stimulating and encouraging its smaller competition to join hands in a unified effort to make the industry greater and more prosperous.
>
> Simplification is another weapon of the group.
>
> Bedsteads, springs, and mattresses have been reduced from 78 styles to 4; hotel chinaware from 700 to 160; brass lavatory and sink traps from 1,114 to 72; hot-water storage tanks from 120 to 14; paving-brick from 66 to 5, and in scores of other industries advantages have been gained in the greater competition by the savings of simplified practise.
>
> More important to-day, because of this group activity, are facts of the industry necessary to its proper conduct, and, it may be added, to the well-being of the public. Uniform cost accounting makes facts of an industry knowable. One industry has saved its members thousands of dollars by being able to set up with the Bureau of

> Internal Revenue a standardized percentage of depreciation.
>
> Ice manufacturers, representing a billion-dollar industry, faced with a new competition, took stock of facts, found 4,000,000 families with telephones and no ice-boxes; 8,000,000 families with automobiles and no ice-boxes. They set about to analyze markets, sell their product and service to customers, and increased sales of ice in one year by 8 per cent., despite the fact that the season was shorter and cooler than the previous year.
>
> Organized effort did it. There was no other way. Unity of purpose, unity of action—and facts.
>
> Arbitration is another weapon successfully used by groups which find themselves in blind and causeless and bitter conflict with one another. Group arbitration will lead surely to important developments hand-in-hand with the activities of the Trade Relations Committee of the United States Chamber of Commerce.
>
> Other group weapons are collective buying—witness department stores and chains; exhibits, such as the automobile shows; grading, and joint trade-marks, as Southern Pine; bonding, insurance, customs regulation, foreign markets.
>
> Look at the dramatic picture of the automobile industry setting out to guarantee markets for its members by selling South America, and India, and other countries the idea of good roads!

Another definite objective of the modern-day trade association, we are told, is the protection of the industry from within and from without. A few of the activities in this field listed by Mr. Thorpe are credits, collections, bankruptcy, frauds, commercial bribery, and trade practises. Moreover, more than 100 associations have built and adopted codes of ethics, defining the hitherto twilight zone of practises in their particular industries. To quote further:

> Change is the order of the day. Stores on wheels, druggists selling sporting goods, tobacco shops distributing toilet articles—all symbols of the gigantic readjustment going on affecting every business man, big and little.
>
> I gave my small boy $3.25 to buy a baseball mitt and bat. He bought them at a drug-store.
>
> The drug-store manager tells me he is handling to-day more than 100 articles—other than drugs—which he did not handle five years ago.
>
> When anthracite was hard to get two years ago, I told my coal man that if he didn't quit sending me stone and rock, I should put in an oil furnace. He cautioned me.
>
> "Only a passing fad," he said. But last week I received from him an announcement that he is now prepared to furnish me fuel oil.
>
> My ice man, whom I had not seen since I installed an electric refrigerator two years ago, called on me recently with some alluring literature which eulogized the cake of ice.
>
> Among other things, it declared, "the cake of ice needs no mechanic."
>
> A friend invited me to look over his new home. Five bathrooms and no tile floors. Floors of a rubber composition.
>
> Altho there are a half-dozen trade cooperatives who celebrated, this year, their fiftieth anniversaries, it has been only in the last few years that trade associations



Rome invested in WATER

IN the year 144 B.C. Rome invested the equivalent of approximately eight million dollars, and the labor of countless slaves, in a 38-mile aqueduct to increase the city's water supply. More than a century before that, the loot captured from Pyrrhus, King of Epirus, had been thriftily used to build the Anio Vetus, 43 miles long. As the republic's fortunes mounted, says the historian, "so the arches rose higher and higher."

Water was indispensable to Rome and it is indispensable to the modern city. Some of Rome's aqueducts are still in use—a tribute to the permanency of waterworks systems.

The investor of today buys water company bonds for the permanence of their security, the changelessness of water company service, the stability of water company income. Write to our nearest office for a new booklet

"Water—The Indispensable Utility"

G. L. OHRSTROM & Co.
INCORPORATED
44 Wall Street, New York

Boston Chicago
Portland, Me. Minneapolis
Philadelphia Atlanta
Easton, Pa. San Francisco
Toledo Los Angeles

Marks of *Understanding*

Progress in business, as in any other activity, is the natural expression of *Understanding.*

Better business is the result of *knowing* human and material conditions — it's the mark of facts and figures. Larger profit is the mark of foresight and control. Loss and waste mark avoidable incidents—or accidents. While the sincere desire of American business to *serve* efficiently and well is the most enlightening mark of all — the mark of *human understanding.*

"Understanding" Business is the mark of Modern Accountancy. Exact, well defined and clearly defining, its application is the check mark of modern progress.

ERNST & ERNST

ACCOUNTANTS AND AUDITORS
SYSTEM SERVICE

Offices In 48 Principal Cities

AKRON
ATLANTA
BALTIMORE
BOSTON
BUFFALO
CANTON
CHICAGO
CINCINNATI
CLEVELAND
COLUMBUS
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DAVENPORT
DAYTON
DENVER
DETROIT
ERIE
FORT WORTH
GRAND RAPIDS
HOUSTON
INDIANAPOLIS
JACKSON
KALAMAZOO
KANSAS CITY
LOS ANGELES
LOUISVILLE
MEMPHIS
MIAMI
MILWAUKEE
MINNEAPOLIS
NEW ORLEANS
NEW YORK
OMAHA
PHILADELPHIA
PITTSBURGH
PROVIDENCE
RICHMOND
ROCHESTER
ST. LOUIS
ST. PAUL
SAN ANTONIO
SAN FRANCISCO
TAMPA
TOLEDO
WACO
WASHINGTON
WHEELING
WINSTON-SALEM
YOUNGSTOWN

INVESTMENTS AND FINANCE
Continued

have "found themselves" in this new scheme of things.

The trade association idea is simple. It is based on the premise that the collective intelligence of a group of men is greater than the intelligence of any one of the individuals, and that unity of purpose and unity of action will carry an industry further in its fight for prosperity than can be done by twice the effort expended at haphazard by individuals.

The man engaged in business to-day must be alert as never before. Old-established houses three generations old pass overnight. A new institution becomes national in a day. The business man must be alert, too, to find his group and to contribute his thought to the collective intelligence of the entire group, for the bigger campaign is waged to-day on a larger field.

RESULTS OF COMMUNITY ADVERTISING

RECENT discussion of State and municipal promotion of publicity in New England leads the Boston *Transcript* to comment on the large amounts now being spent for community advertising throughout the country. It hears that "seventy-five municipalities throughout the country spent in 1926 amounts ranging from $10,000 to $400,000, for community advertising." It also understands that the city of Atlanta by spending $250,000 secured 169 new concerns with annual pay-rolls of over $7,000,000. It notes reports that Baltimore, "spending less than $50,000 in two years, secured fifty-two plants," and that San Francisco and St. Louis assert that new industries had been brought in as a result of advertising campaigns. In *Advertising and Selling* (New York) Mr. Donald Jones says he has been looking up bank-deposit figures in certain cities since they have started intensive advertising campaigns. In the six years since St. Louis started its publicity campaign, "bank deposits alone have increased $176,201,420, or 39.4 per cent." Mr. Jones continues:

> I found that since 1924, Seattle, Washington, has increased deposits $23,254,840, or 14.16 per cent.; Salt Lake City, $8,316,040, 12.64 per cent.; Tampa, Florida, $45,828,760, 137.08 per cent., and Norfolk and Portsmouth, Virginia, $3,550,550, 5.16 per cent. Since 1923, Savannah, Georgia, has increased deposits $6,669,410, or 8.72 per cent., and in a little more than a year Atlanta, Georgia, has increased deposits over seven millions, or about 4.20 per cent. But, to me, the most surprizing indication of what community advertising can do, over a period of years, is on the records of the little town of St. Petersburg, Florida (it used to be a little town!). It has increased its deposits since 1916 by $30,834,653, or 1,376.15 per cent.
>
> Of course, each of these communities, in the natural course of events, happily situated as they are, would have secured increases in bank deposits without advertising. But a comparison of percentages

Glass blowing

is but one of the many diversified and prosperous industries served by this Company in a territory where the sum of all costs entering into manufacturing and distribution is remarkably low.

The Bonds, Preferred and Common Stock of this Company are listed on the Chicago Stock Exchange.

PUBLIC SERVICE COMPANY
OF NORTHERN ILLINOIS
General Offices:
72 W. Adams Street,
Chicago

Serving 6,000 square miles—286 communities—with Gas or Electricity

STANDARD DICTIONARY
Superiority quickly becomes plain to the man or woman who investigates

RIGHT WAY TO SWIM

Learn to swim like Prof. Davis Dalton swam the English Channel; like Prof. Davis Dalton swam in winning 148 medals of honor; like Prof. Davis Dalton swam in saving 278 human lives. Prof. Dalton's successful swimming technique is graphically described and illustrated with specially posed photographs in the new edition, written by Prof. Dalton's son, of—

SWIMMING SCIENTIFICALLY TAUGHT
SEVENTH EDITION
By Prof. Frank Eucen Dalton, P.S.A.
Instructor at the Dalton Swimming School

A standard work of instruction for men, women and children on the *Art of Swimming* in all its branches. Edition after edition has been printed to meet the demand. And now comes the seventh, completely revised with

88 ILLUSTRATIONS
showing positions and strokes in long and short distance swimming. **Trudgeon, Crawl, Breast, Over-Arm, etc.; Diving, Floating, Sculling, Rolling, Treading Water, Plunging, Trick Swimming, Water Polo, Somersaults, Methods of Rescue and Reviving Drowning Persons.** 273 pages. *12mo. Cloth.$1.75,net;$1.89,postpaid.*

Funk & Wagnalls Company, Publishers
354-360 Fourth Avenue, New York

with the average increase in deposits in similar communities that have not advertised, tells a convincing story.

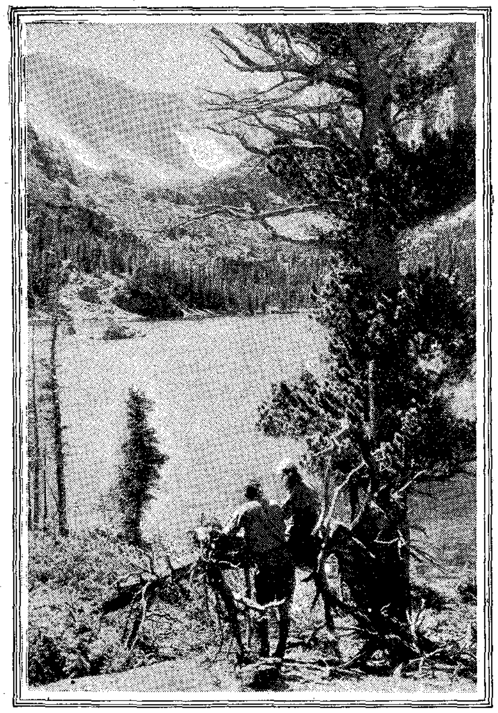
Then Mr. Jones presents a list of thirty-two communities which are carrying on good-sized publicity campaigns, showing how they raise their funds, how much they spend, and how they spend it, and naming the advertising agencies which have charge of the work. The whole tabulation is altogether too space-filling for reproduction here. Suffice it to note that funds are raised either by taxation or subscription or both, that the purpose is to attract industries, tourists or farmers, that most of the advertising is done in outside newspapers and national magazines with a smaller amount in farm and trade papers and the local press, and that some of the largest appropriations are: Atlanta, $1,000,000 in three years; the Californians of San Francisco, $400,000 in one year; Chattanooga, $250,000 in five years; Norfolk, $300,000 in three years; Kansas City, $160,000 a year for five years; Hawaii Tourist Bureau of Honolulu, $200,000 for one year; Orlando, Florida, $130,000 for one year; Lakeland, Florida, $116,000 for one year; Miami, Florida, $100,000 for one year.

A report Mr. Jones secured from the advertising agency working for Atlanta, Georgia, showed that by a definite plan of campaign it was ascertained what industries were most likely to respond to an Atlanta appeal, and that advertising was then done through trade journals, business and management papers, consumer-media of national circulation, and newspapers in certain cities. It was felt that there was no need of attracting people as such, it being considered "far more profitable to a city to attract jobs than to attempt to attract people and then find jobs for them." A bureau was organized to follow up the advertising. In 1925 only eighty-three concerns had been attracted to Atlanta, but by this high-power advertising campaign the total for 1926 reached 169. It seems that "the campaign has resulted in the attraction of $7,723,750 in pay-rolls and in the employment of nearly 5,000 people." The coming of a number of highly paid executives is said to have brought good customers to the city's stores and banks. It is in consequence of the success of the 1926 campaign that the city is launching its new million-dollar three-year program. El Paso is another city in which a campaign carried on in 1923, '24 and '25 brought in tourists and permanent settlers in large numbers. We are told that:

> Since Salt Lake City began advertising, four years ago, the business in the thirteen principal factories of the city has increased 55.5 per cent., or 11.1 per cent per year. Population has increased 25.2 per cent., bank clearings 36 per cent., and the value of agricultural products 79.3 per cent. From the $300,000 spent since the campaign started, the returns from tourist trade alone can be estimated at $21,742,000, or

COLORADO'S
Adventure Land

TWO WEEKS IS PLENTY OF TIME



FREE Book
Mail
Coupon

It costs No More than a Vacation Near Home

On trails that wind through flower-powdered valleys . . . on roads that lead to the roof of the world . . . around the cheery open fires in the evening . . . men and women, boys and girls, who love adventure . . .

Join them in Colorado's mountain wonderland this summer!

It costs so little! Round-trip summer vacation fares are surprisingly low. Comfortable, convenient board and lodgings can be had for as little as $17.50 a week.

And you will have ample time. Colorado is only a day and a night from Chicago and St. Louis.

Rocky Mountain National (Estes) Park—the Pike's Peak Region, Denver's Mountain Parks, the world-famous 236-mile Grand Circle Tour and a hundred other thrills await you. At moderate additional cost you can also have your Burlington ticket take you to Yellowstone and Glacier National Parks. *Only the Burlington's complete service to the entire Rocky Mountain region makes vacation bargains like this possible.*

Three fine trains daily from Chicago and two from St. Louis provide a service to Colorado which anticipates your every travel wish.

Burlington Escorted Tours

Here is a new, carefree way to see the Rockies—with a Burlington Escorted Tour party. Definite cost covering all necessary expenses. Everything planned in advance. Travel expert with each party. Ask for booklet.

Going to California? Don't miss the chance to go via the Burlington and see the matchless Royal Gorge and Salt Lake City.

SCENIC COLORADO & UTAH

The Most Popular Route to the Rockies

Burlington Route

Burlington Route

BURLINGTON TRAVEL BUREAU
Dept. L-5
547 West Jackson Blvd., Chicago, Ill.
Send me your free illustrated book about Colorado vacations.
Name ....
Address ....
☐ Mark an X here if you wish the book on Burlington Escorted Tours.

A TRIUMPH!

2-in-1 Strap Watch

DUSTPROOF MOISTURE PROOF CASE
17 JEWEL MILITARY MOVEMENT
RADIUM DIAL
THIN SLENDER HUGS THE WRIST
GROOVED STEM EASY GRIP
SECOND HAND FOR TIMING PURPOSES

FREE TRIAL!

ILLINOIS "Sportsman"—the 2-in-1 Strap Watch—for DRESS-Wear, for SPORTS-Wear. Has remarkable Military movement. RESILIO wheels, plates, escapement, secret process tempered. Genuine Ruby Jewels—not 7 or 15—but **17 JEWELS** for PRECISION! Created by ILLINOIS WATCH CO., Springfield, Illinois. The U. S. Government, during the World War, requested their entire output of Military Watches because they were conceded best.

AMAZED at its Accuracy!

BUSINESS MEN, Professional Men, Executives, Sportsmen are ASTOUNDED at its splendid performance under action! Terrific drives down the fairway, smashes on the tennis courts; winter sports, motoring, office use, intense heat or cold, do not affect its time-keeping! It's WEATHER-PROOF! Case is DUST-PROOF! MOISTURE-PROOF! Green or White Gold Filled. RADIUM dial GLOWS time BRIGHTLY in darkness! Proud possessors praise its ACCURACY and RICH BEAUTY! Our price for LIMITED TIME to advertise our **Direct-to-User** values........ $33.95

Our Plan is Different! *It is arousing nation-wide comment. We ask for NO Money in advance! NOTHING on Delivery! We send Watch to responsible persons for 10 days' trial ABSOLUTELY FREE!*

If pleased you may pay on Budget Plan:

$6 MONTHLY

or, if you prefer to pay Cash within 10 DAYS, deduct $2.70 and send Check or Money Order for $31.25. Otherwise return it. Send NO Money. Pay NOTHING on Delivery! Order NOW at this Special Price! $31.25

SEAVER-WILLIAMS CO.

Importers, Exporters, International Mail-Order House
"2 Generations of Honorable Dealings"
365 WASHINGTON ST., BOSTON, MASS.
Sole Distributors of Illinois "Sportsman"

Gentlemen:—Please send $33.95 Illinois Sportsman" watch for 10 Days' FREE Trial on above plan.

☐ *Green Gold Filled.* ☐ *White Gold Filled.* *Check color.*

NAME ....

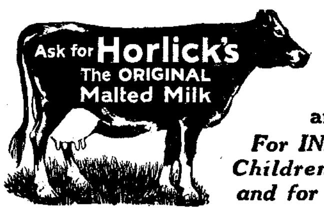
ADDRESS ....

Clip and mail this Adv. NOW. If a new customer please tell us something about yourself. We will appreciate and respect the information. THANK YOU! L.D.-5-21-27

YOU CAN have a business profession of your own and earn big income in service fees. A new system of foot correction; readily learned by anyone at home in a few weeks. Easy terms for training. Openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. Address Stephenson Laboratory, 3 Back Bay, Boston, Mass.

JOHNSON'S FOOT SOAP
ACTS LIKE MAGIC
ON TIRED, TENDER, SMARTING, SWOLLEN, SWEATY FEET
25 CENTS — ALL DRUGGISTS

CHAFING and RASHES
promptly relieved and healed by a few applications of
Resinol



Safe Milk and Food
For INFANTS, Children, Invalids and for All Ages

INVESTMENTS AND FINANCE
Continued

over seventy-two times the amount invested.

What these cities have done, concludes Mr. Jones, any other city can do. "Each community must study itself to discover, first, what should be advertised, to whom it should be done, how and when it should be done, and how the inquiries should be followed up." Complete information on this subject may be secured, we are told, from the manager of Organization Service, Chamber of Commerce of the United States, Washington, D. C.

GOVERNMENT BONDS COLLECTING IN BANK VAULTS

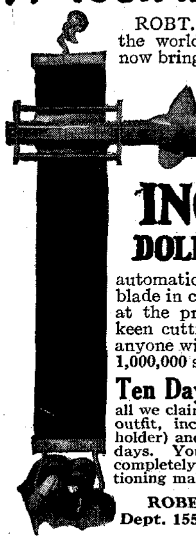
EVENTUALLY the major part of the national debt of the United States will be held by banks instead of by private investors, say bond authorities who note the increasingly important part banks seem likely to play in the future financing and refunding plans of the Treasury Department. This prediction is made in connection with the general feeling, noted by *The American Banker*, "that long-term-bond financing is at an end":

> There will be refunding operations, arranged coincidently with the ability of the Treasury to take care of payments from sinking-fund, etc.; but so long as there is much refunding to be done, and since long-term bonds have already advanced to a low-yield basis, it is considered improbable that any coupon rate affixt to a refunding issue would be materially at variance with current-yield levels. The one certain feature of the situation is that banks will have the opportunity for some years to come of making investments in Treasury issues at a price which will represent the level of United States credit.

The banking journal then quotes from a firm specializing in government bonds, C. F. Childs and Company, which maintains that our national debt should be held by individuals. Thus:

> To conform with sound economics, the people and not the financial institutions should hold it. The echo of that doctrine is often recalled by banks which responded to the urge and even recommendation of the Federal Reserve banks and Treasury officials during the early days of the war. Long-term bonds were considered suitable for real investors only, and were not then regarded as being proper assets for commercial banks having deposits subject to demand withdrawals. Time and changed conditions may have reversed the theory which prompted those early reasons, but if the Treasury now desires to have its debt carried solely by the banks henceforth, it is setting the stage accordingly if it makes every new issue optional at an early date. That will be the result if the Treasury's present policy is continued, namely, extinguish the entire debt by taxation regardless of any contribution from the repayments of the foreign debt. Accordingly, general refunding by short-term loans appears to be inevitable.

WHY THROW AWAY YOUR RAZOR BLADES?



ROBT. H. INGERSOLL, to whom the world owes the Dollar Watch, is now bringing before the public another article of great economic value, an ingenious invention for resharpening all makes of safety razor blades. *Makes every blade good for 100 to 300 perfect shaves.*

INGERSOLL DOLLAR STROPPER

automatically brings the edge of the blade in contact with the leather strop at the proper angle, thus insuring a keen cutting edge. It can be used by anyone without skill or practice. Over 1,000,000 sold within a single year.

Ten Days' TRIAL Prove the Ingersoll Stropper is all we claim. Send $1.00 for complete outfit, including patent Stropper (blade holder) and fine leather Strop. Use it ten days. Your money back at once, if not completely satisfied. Write at once, mentioning make of razor you use.

ROBERT H. INGERSOLL, Inc.
Dept. 155 476 Broadway, N. Y. C.

Corns

Lift Off – No Pain!

Doesn't hurt one bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot calluses, without soreness or irritation.

Cuticura Toilet Trio
Send for Samples
To Cuticura Laboratories, Dept. R, Malden, Mass.

THE EDUCATION OF THE WILL

by *Jules Payot*, Rector of the Academy of Aix, France. Authorized translation. Thirty editions in fifteen years. Shows the way to success and happiness by proper training of the will. Will make life over for you. *12mo. cloth. $1.75; by mail $1.89.* Funk & Wagnalls Company, 354 Fourth Ave., New York

CURRENT EVENTS

FOREIGN

May 4.—The conference inaugurated by Henry L. Stimson, emissary of President Coolidge, to bring about peace between the Liberals and Conservatives in Nicaragua ends in a deadlock for the time being when Gen. José Moncada and the Sacasa delegates decline to accept the provision that Diaz, Conservative leader, continue as President.

In a note to the American Government commenting on the exchanges between Secretary Mellon and President John Grier Hibben of Princeton University, the British Government denies it receives enough from Germany to meet debt payments to the United States.

May 5.—General Moncada, Liberal delegate to the Nicaraguan Peace Conference, announces that as it seems certain that the United States is prepared to take the field against the Liberals if the fighting continues, he is prepared to order his troops to lay down their arms, turning them over to the United States troops.

A radio message from Captain Saint-Roman, the French aviator who is attempting a non-stop flight from Senegal, West Coast of Africa, to Brazil, reports that he is 120 miles off the Brazilian coast.

A bill to outlaw general strikes and regulate the activities of trade unions is passed by the British House of Commons, 386 to 171.

May 6.—Nothing further being heard from Captain Saint-Roman, the French aviator, amateur and professional radio men throughout Brazil attempt to get in touch with him, without avail.

The Liberal delegates to the peace conference in Nicaragua, inaugurated and presided over by Henry L. Stimson, personal representative of President Coolidge, announce that Mr. Stimson has informed them that if the Liberals do not accept the condition that President Diaz complete his term, "marine forces under Rear-Admiral Latimer would proceed forcibly to disarm the Liberal troops."

May 7.—Gen. José Moncada, Commander-in-Chief of the Liberal forces in Nicaragua, issues a proclamation to the Liberal troops to disband and to turn over their arms to the United States marines in Nicaragua as soon as possible.

Capt. Charles M. Nungesser, the famous French war ace, and Maj. François Coli, hop off at dawn from Le Bourget flying-field, just outside Paris, in their attempted non-stop flight to New York.

May 9.—The British Government decides to take no immediate action looking to the redress of the Nanking outrages, notwithstanding that an apology has not been forthcoming.

Australia's new capital, Canberra, is dedicated, in the presence of the Duke of York, representing the King of England.

Dr. Juan D. Sacasa, President of the Liberal Government in Nicaragua, protests against the disarming of the Liberal soldiers by United States marines and against support of Adolfo Diaz as President of Nicaragua.

May 10.—Pope Pius calls on all the Bishops of the Roman Catholic Church to aid him in a crusade against immoral books.

French and British ships and airplanes search the eastern Atlantic for Capt. Charles Nungesser and Maj. François

The *Light-touch* shave
–light on face – and disposition

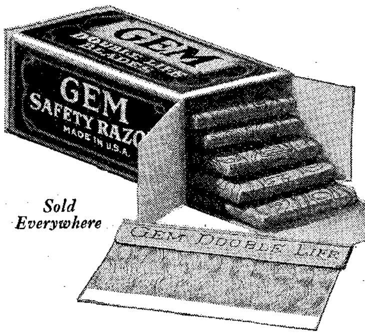
THE new Gem Blade is kind to a tender skin and firm with a tough beard. At the lightest touch—little more than the weight of the razor rested against your cheek—it takes off every hair smoothly, easily, pull-lessly!

The Gem Blade is made of steel so thick, so sturdy that it stands up under the most rigorous and continual use—and stands out as the keenest shaving edge that ever glorified shaving!

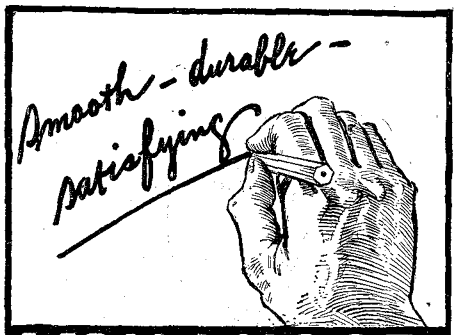
It is rigidly reinforced with a solid steel backbone that eliminates the hop, skip, and jump from shaving. The stiffest beard meets its Waterloo when it meets Gem. Every blade in *every* package is perfect. Gem de Luxe Razor, $1. *At all dealers.*

We're so convinced you'll be enthusiastic about the Gem that we make this offer: Write us, enclose ten cents in stamps to cover mailing, and a standard Gem Razor and test blades are yours with our compliments. We're glad to discuss your shave problems.

GEM SAFETY RAZOR CORPORATION
BROOKLYN, NEW YORK



GEM *Double Life* BLADES



KOH-I-NOOR
The Perfect Pencil

In choosing pencils, rely on the judgment of architects, draftsmen and artists. Their exacting requirements demand accurately graded, never varying lead degrees. The exclusive use of Koh-I-Noors also results in ultimate lower pencil costs, because Koh-I-Noors wear *and wear.*

2 for 25c
at your Stationer's

KOHINOOR PENCIL COMPANY Inc.
34 East 23rd St. ~ New York

A University Afloat Around the World

The s.s. "AURANIA" of the Cunard Line sails from New York September 1927 for 8 months visiting 26 foreign countries.

Faculty of 50. Close personal contact between students and faculty. Credit allowed at most universities for courses taken.

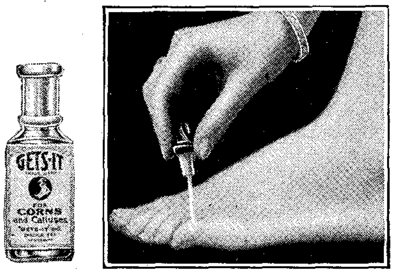
This Cruise is Co-educational.

Open to pre-collegiates and undergraduates, also to a limited number of older people with educational inclinations.

Cost—$2500. to $4150.—fully inclusive.

INTERNATIONAL UNIVERSITY CRUISE INC.
11 Broadway New York
Telephone Bowling Green 7657

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates



Corns Vanish
after this amazing liquid

Acts like an anaesthetic
Stops pain in 3 seconds

INSTANTLY and at once, you can wear tight shoes, dance, walk in comfort. Then soon the corn or callus shrivels up and loosens.

You peel it off with your fingers like dead skin. No more dangerous paring.

Professional dancers by the score use this remarkable method. Acts instantly, like a local anaesthetic. Doctors approve it. Removes the whole corn, besides stopping pain at once.

Ask your druggist for "Gets-It." **Satisfaction guaranteed.** Works alike on any corn or callus—old or new, hard or soft.

"GETS-IT" *World's Fastest Way*

CURRENT EVENTS
Continued

Coli, who have not been heard from since they began their Paris-to-New York flight.

DOMESTIC

May 4.—Bartolomeo Vanzetti, who, with Nicola Sacco, awaits execution on July 10 for the murder of a pay-roll master and his guard seven years ago, appeals to Governor Fuller of Massachusetts to investigate the case thoroughly and to set them free if the findings so dictate.

A new crevasse opens in the Mississippi River fifteen miles below Vicksburg, and all available boats are sent out to bring in the refugees.

May 5.—More than 90,000 refugees have received typhoid and smallpox immunization from the medical division of the Mississippi flood relief forces, it is announced. The flood continues to rise in Mississippi and Louisiana.

May 6.—Secretary Hoover announces that $25,000,000 toward the rehabilitation of the flood victims has been made available through general banking sources for Arkansas, Mississippi, and Louisiana.

Seven persons are killed and more than forty injured in the collapse of a building in New York City.

Hudson Maxim, the first to make smokeless powder in the United States, and one of the world's most noted inventors, dies at his home in Lake Hopatcong, New Jersey, in his seventy-fifth year.

Supervision of the Presidential election in Nicaragua next year by an American electoral commission with full police power and a guaranty of neutrality between the factions is the basis of a return of peace in Nicaragua, according to a report by Henry L. Stimson to the State Department.

May 7.—A survey by former Gov. John M. Parker of Louisiana, flood-relief director, shows that $710,840 is required to meet the immediate needs of the devastated territory, which already comprises virtually all of the 4,882,520 acres of the flooded parishes.

The State Department gives out the text of reports on the Nanking outrages by the American Consul John K. Davis, and by two groups of American missionaries now in Shanghai, blaming the troubles on organized Cantonese troops acting apparently with the approval of their military commander.

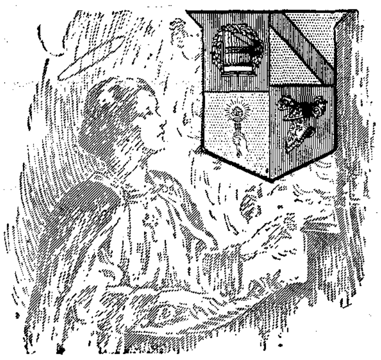
May 8.—With the most critical stage of the flood yet to come, preparations are put under way for the rescue, housing and feeding of 100,000 more refugees in Mississippi and Louisiana.

Eleven persons are known to have been killed and a hundred or more injured by tornadoes in four counties of Kansas.

May 9.—President Coolidge authorizes the policing of Nicaragua by American marines until the country is pacified, and an additional force of 800 marines is ordered to the scene.

May 10.—Two hundred and twenty-five people are killed, a thousand injured and millions of dollars' worth of property damaged by tornadoes continuing three days in eight Middle Western States.

The New York State Court of Appeals upholds the right of the school authorities to dismiss school children one-half hour each week for religious instruction outside of the school.



IN 1584 the Academy of Music at Rome selected St. Cecelia as patroness. Since then her veneration in light of pipe organ music has become widely recognized. ¶It is fitting that the organ and wreath, symbolic of St. Cecelia, should adorn the Kilgen crest. For almost three centuries Kilgen craftsmen have been contributing to the development of finer pipe organs. ¶If you plan a new instrument for school, auditorium or church, confer with Kilgen Organ Architects and get the benefit of their experience. Geo. Kilgen & Son, Inc., 4028 N. Union Blvd., St. Louis, U.S.A.

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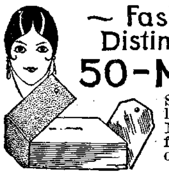

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THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

affluxion.—"A. A. W.," New York City.—As we know it this word means the act of flowing or that which flows. In the sentence submitted, "Or ceases by reason of the *affluxion* of the terms of such patent," the word may mean "termination." If so, it is unknown to the Lexicographer. Altho the word has been in the language since 1640, its use has always been connected with flowing. It might, however, have the signification of *afflux*, that which flows into any place, and becomes an accession.

assume, presume.—"A. L. M.," Dayton, O.—To *assume* is to take upon oneself, otherwise to undertake. Dr. Fernald rules that the distinctive idea of *assume* is to take by one's own independent volition, whether well or ill, rightfully or wrongfully. One *assumes* authority or office that is his by right. *Presume* is to venture on without previous permission, or assume the liberty of. *Presume* is sometimes used with the meaning of to obey arrogantly or without proper respect.

Shakespeare gives the following uses of *assume*—"I will *assume* thy part in some disguise"; "There is no vice so simple but *assumes* some mark of virtue"; "If spirits can *assume* both form and suit you come to fright us"; "The devil hath power to *assume* a pleasing shape."

Of the many uses that Shakespeare has made of *presume* there are—"Do not *presume* too much upon my love"; "A hedge-born swain that doth *presume* to boast of gentle blood"; "Let none *presume* to wear an undeserved dignity"; "And not *presume* to touch a hair of my Master's horse-tail till they kiss their hands."

continuous, continuously.—"C. S.," Danbury, Conn.—That which is *continuous* has no interruptions. The word describes that that is absolutely without pause or break. *Continuously* means in a continuous manner; and *continually* means with constant recurrence.

Nungesser.—To Various Readers.—The pronunciation of this name depends entirely upon the nationality of the person bearing it. Pronunciations of proper names are frequently arbitrary. Two pronunciations of Capt. Charles Nungesser's name are heard. The first from the French is rendered *nun"ges"sair'*—the *u* as in *dune*, the *e* as in *pen*, *air* as in *stair*. The second is *nun-ges'ser*—the *u* as in *rule*, the *g* hard as in *get*, the *e* as in *pen*, and the final *e* as in *over*.

poem, poetry, rime.—"F. B. A.," St. Augustine, Fla.—A *poem* is a concrete expression of feeling and imagination in verse, beautiful, harmonious, and illuminating, and, therefore, is a product of the art of poetical interpretation. *Poetry* is the emotional interpretation of nature and life through the imagination in beautiful and metrical language. All the elements of the highest type of poetry are included in a general definition of the art. The most important belong to its vital spirit. They are (1) emotional intensity; (2) insight; (3) imagination. The art is most easily recognized by the elements of its form, and these are (1) abundant imagery; (2) suggestive and revealing language; (3) measured music of words.

The original Greek division of *poetry* embraced (1) lyric, expressing personal emotion; (2) epic, relating narrative of moving events; (3) dramatic, presenting the interaction of human wills. This division has been enlarged by the addition of other types, as the ballad, didactic poetry, the dramatic lyric, the idyl, the monodrama.

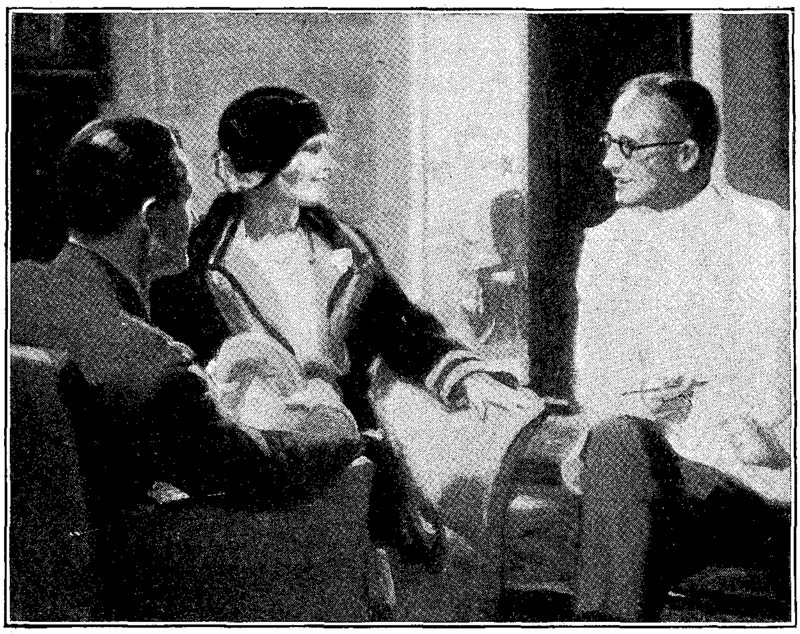
As *rime* is a synonym for *poetry*, the word is frequently used in this connection, particularly in titles as, "The Rime of the Ancient Mariner," which is a tale in verse. The spelling *rhyme* is etymologically incorrect, having been introduced in the sixteenth century through a mistaken connection with *rhythm*. *Rime* is from the Anglo-Saxon *rīm*, meaning "number." *Rhythm* is from the French *rhythme*.

societal, societary, compensable.—"H. W. F.," La Junta, Colo.—The word *societal* is recorded as meaning "relating to natural society or to the social order," while *societary* is defined as "of, pertaining to, concerned or dealing with, society or social conditions; social."

The word *compensable* means "capable of being compensated." It has not been in use in English since 1661. It is a rare obsolete introduced in his English dictionary by Blount in 1665, and thereafter copied from one dictionary to the other until Samuel Johnson's time, 1758. From this date to our own time the word, having been rarely used, is unrecorded.

Zoe.—"J. L. S.," Canonsburg, Ga.—This is a feminine proper name, and is pronounced *zo'i*—*o* as in *go*, *i* as in *habit*. It is derived from the Greek and means "life."

"A. E. H.," Peason, La.—The Lexicographer knows of no rule in oral spelling covering the practise to which you refer. So far as he is aware, such a word as *good* may be spelled either *g-o-o-d*, or *g double-o d*, altho the latter style is usual not only in English, but also in some foreign languages.



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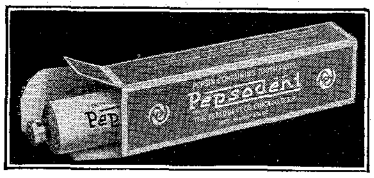

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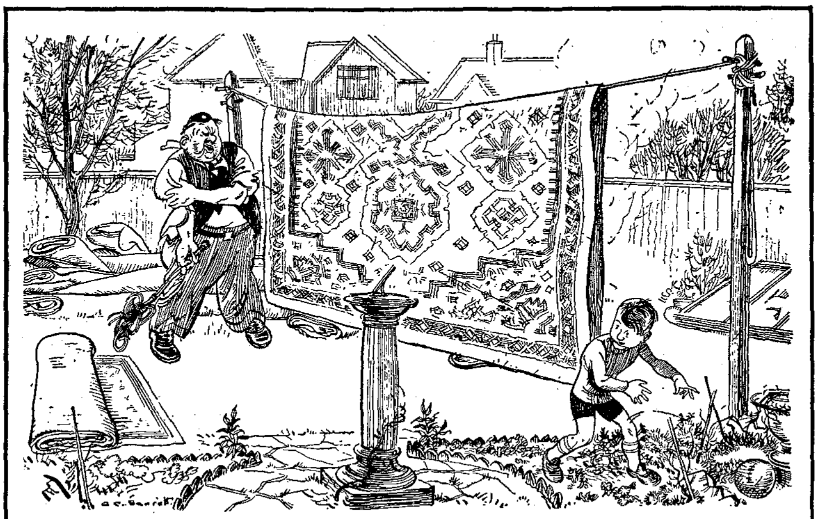
Attention, Psychic Researchers.—John Anderson returned to his work on the local N. P. section after a forced lay-off caused by his death.—*North Dakota paper.*

Infernal Regions.—"Reading seeks its own level," say Messrs. Funk and Wagnalls. Probably this explains why so many tabloids are seen in the subway.—*Life.*

Atchoo!—Customer—"Can you give me something to arrest the development of a cold?"

Chemist—"Certaidly; I cad recobbed this as a dudfailig rebedy."—*Punch.*

Chance to Change.—GRAVESTONES, at $12 and up—less than half price. . . . If you want to Buy, Trade or Sell come to the Second Hand Store.—*Ad in a Minneapolis paper.*



Father (who has just finished the carpet-beating): "You young rascal, if you don't come off that flower-bed this instant, I'll give you a jolly good thrashing—to-morrow!"

—*The Passing Show* (London).

Ask Grandma. — The limit of unanswerability in questionnaires is reached by a Denver paper, which asks, "How old is a flapper?"—*Boston Transcript.*

Not Such a Much.—Jack—"Pa, what are ancestors?"

Father—"Well, I'm one of yours. Your grandpa is another."

Jack—"Oh! then why is it that folks brag about them?"—*Boys' Life.*

Experts Both Ways. —We thank the many friends, both white and colored, for their aid. Also the firemen for their promptness in the burning of our home.—*Ad in a Pulaski (Va.) paper.*

Tumbling Skyward.—Norman Hobart, Jr., thirteen years old, 5609 Wornall road, is at St. Luke's hospital with a concussion of the brain, suffered yesterday when he fell from the first to the second floor of the William Cullen Byrant school.—*Kansas City Star.*

Acrobatic Note.—"You can't move forward if you use one foot continually kicking," says an exchange.

But doesn't the old hymn admonish us to advance in the Christian life with

"One foot upon the solid rock,
The other pointing to the sky."

—*Boston Transcript.*

Wuxtry Speshul!—The railway line was flooded on account of the heavy rainstorms, and the traveler was obliged to break his journey at a village. He made his way in the pouring rain to an inn, and said to the waiter there, "It is like the Deluge!"

"The what?"

"The Deluge. Haven't you read about the Deluge—Noah and the Ark and Mount Ararat?"

"No, sir," said the waiter; "we have had no papers here for three days."—*Epworth Herald.*

Courting a Breeze.—Dear Old Lady (to shop-walker)—"I want to buy one of those wireless fans I read so much about; my room gets so frightfully stuffy."—*Tit-Bits.*

Getting Even.—Teacher—"And why did Methuselah live to such a ripe old age?"

Blond Child—"Oh, probably just to spite some poor girl who'd married him for his money."—*Chicago Phoenix.*

Pulling in Customers.—

VALENTINE DANCE
From 9 Till 12 P. M.
Logan's Park. Round Rock

Funeral directors. Prompt ambulance service.—*Ad in an Austin paper.*

Social Inducements.—WANTED—Middle-aged lady to make home with elderly couple; if desirous, can have interest in poultry and stock for companionship.—*Idaho Daily Statesman.*

Treat 'Em Rough.—"My dear," said the host to his wife, on her finding him in the bedroom with a damp towel clasped to his head, "I can't possibly stand those people any longer. I've got a splitting headache."

"But," said his wife, "I can't possibly ask them to go home. They are our guests, remember."

"Certainly you can't put them out," he agreed, "but don't you think you could go and seat yourself at the piano?"—*Scotsman.*

Human Nature in the Sticks.—Gloomy Graves is very suspicious about money. He bites every check he gets to see if it's any good.

* * *

Young Sandy MacGregor plans to enter college this fall. Sandy doesn't think much of colleges, but somebody gave him a ukulele and he hates to waste it.

* * *

Claude Poteet will leave for a short trip to New York as soon as his brother, John, gets back from Chicago with the valise.—*Personals in the Jimtown Weekly (Associated Editors, Chicago).*

Her Only Chance.—"Then you think I'll never make an actress?"

"Not unless you shoot somebody."—*Louisville Courier-Journal.*

Send Photograph.—Auctioneering is my special line of business. Prices very reasonable. If I am out, arrange dates with my wife.—*Titusville (Pa.) paper.*

Daredevil Stunt.—Window-cleaners are not the only men whose occupation is hazardous. We recently read of a magazine editor who dropt eleven stories into a waste basket.—*Boys' Life.*

The Final Ceremony.—Husband—"My dear, why don't you ask me for advice on the matter?"

Wife—"I intend to, just as soon as I decide what I am going to do."—*Detroit News.*

Greased the Wheels. —"Can't understand how you lost your case. Hope you kept nothing back from your lawyer?"

"No — only my small change."—*Punch.*

Where Was Gosh?—

DERN MENTIONS
DAM IN MESSAGE

Utah Governor Treats on
Colo. River Development in Addressing Legislature

—*Los Angeles paper.*

Pre-War Stuff.—"Can you help me with my arithmetic lesson, Daddy? The first problem is: 'A carpenter was paid three dollars a day and' "—

"That sounds more like ancient history than arithmetic."—*Outlook.*

New World Power.—NEW YORK, April 11.—Because of the military situation in Chicago the first group of Methodist missionaries and their children are leaving Peking.—*Richmond Item.*

Whole Darned Family.—Critic (at private viewing of film)—"Really, that actor is too awful for words."

"That's my son."

"Of course it must be the fault of the incredibly bad direction."

"The director is my husband."

"But he couldn't do anything, perhaps, with such a dull and amateurish scenario."

"I wrote it."—*Lustige Blaetter (Berlin).*

Scaling Down the Overhead.—I realized a lifelong ambition the other evening.

I went to the most exclusive supper club in our city, and ordered a ham sandwich. I sat throughout the entire performance, bought no cigarets, threw no money to the singers, and paid my check without tipping the waiter. In fact, the cost of the entire evening was the price of that one ham sandwich.

Quite an evening for twenty-five dollars, if I do say it myself.—*Judge.*